**Weather**

Misty, mild weather with moderate, variable breezes today. The maximum temperature yesterday was 56.5 and the minimum 33.0, the figures for the corresponding day last year being 52.6 and 41.9.

# THE CHINA PRESS
大陸報

Today's paper consists of 38 pages in three sections

NO. 2321 VOL VIII. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 己未年二月廿九日 SHANGHAI, SUNDAY, MARCH 30, 1919 大正四年 第三種郵便物認可 20 CENTS

## SENDING OF ALLIED ARMY TO HUNGARY IS FORESHADOWED

### Entente Commission Head Says Bolsheviki Will Be Met With Force

### TROOPS AT HAND

### Two French Divisions And Servians And Rumanians Can Be Used

### FOE IS PREPARING

### Reported That Force Of 70,000 Men Has Crossed The Dniester

(Reuter's Agency War Service)

Vienna, March 21.—The Lokal Anzeiger states that Colonel Vix, the leader of the Entente Commission, has foreshadowed an extended occupation of districts in Hungary owing to the inability of the Government to cope with Bolshevism.

**Troop Divisions Available**

Paris, March 24.—L'Echo de Paris states that two French divisions, several Servian divisions and the Rumanian army are in a position to deal with the situation in Hungary.

**Bolsheviki Cross Dniester**

Paris, March 24.—A message from from Zurich states that a Bolshevik army of 70,000 men, commanded by Colonel Georgy and composed mainly of Hungarian and Bulgarian prisoners of war from Russia, has crossed the Dniester south of Lemberg.

It is reported that Count Brockdorff-Rantzau, the German Minister for Foreign Affairs, is sending the Socialist Kantsky to Moscow to negotiate with the Bolsheviki.

**Forced Government's Hand**

Berlin, March 23.—The Budapest correspondent of the Vossische Zeitung says that the situation there was untenable even before the Entente Note was delivered. The demands of the unemployed and the Communists lately have been very excessive, including the payment of house rent and the halving of food prices.

All the concessions made by the Hungarian Cabinet were ineffectual to stave off the revolution which was impending when the Entente Note arrived and Count Karolyi seized the pretext to represent himself as the friend of the proletariat.

**Blockade Is To Be Raised**

London, March 24.—Reuter's Agency understands that the Supreme Economic Council in Paris has unanimously resolved in favor of raising the blockade of Austro-Hungary subject to the approval of the Supreme War Council. This does not affect the question of food, regarding which the blockade has ceased to operate, and does not necessarily mean that raw materials will be sent to Austro-Hungary.

**Situation In Ukraine Worse**

Paris, March 21.—According to a message from Berlin the situation of the Bolshevists in the Ukraine has grown worse. The Ukrainian troops commanded by General Petluras have resumed the offensive and gained a considerable success. The Ukrainians are advancing northwards and have occupied Sarny, an important railway junction, and also Dombrovitza and Stolin, twenty kilometers south of the Pripet, and Smerinka and hold the river Horyn. The message confirms that the Greeks have driven the Bolshevists out of Kherson.

## *Congestion Of Cables Again Up In Commons*

### *Use Of Private Codes To India And Possessions Is Urged As One Remedy*

(Reuter's Agency War Service)

London, March 20.—In the House of Commons today Sir Archibald Williamson suggested that, in view of the congestion of the cables, the use of private codes with India and the British possessions overseas should be permitted for commercial purposes.

Mr. Winston Churchill replied that the use of private codes could not be permitted so long as it was necessary to maintain the censorship.

Sir Archibald Williamson suggested that well known firms might be permitted to use private codes to countries outside Europe.

Mr. Winston Churchill promised to consider the matter.

## *Bolshevik Alliance Urged In Landtag By Bavarian Premier*

### Notice Is Sent To German Government State Is Disarming---Berlin Taking Precautions Against Further Armed Rioting

(Reuter's Agency War Service)

Copenhagen, March 19.—A message from Munich states that, speaking in the Landtag, the Bavarian Premier, Herr Hoffmann, emphasised that it was the task of the Landtag to collaborate with the Soviets in public life. He declared that the capitalistic system has permanently become impossible and that Bavaria will not separate from the Empire.

**Bavarian Forces Disarming**

Zurich, March 24.—The Bavarian Minister for Foreign Affairs has informed the German Government that Bavaria is disarming and will not henceforth furnish soldiers for the Empire.

**Berlin Taking Precautions**

Berlin, March 18.—The Government is taking all precautions against further armed rioting. Government troops with artillery and machine-guns surrounded the barracks of the infantry regiment at Neukoeln, which had shown an hostile attitude. The regiment surrendered before it was attacked.

Under-Secretary Braun states that the Entente has promised to remove the restrictions on German trade with neutrals and to mitigate the black list system.

A message from Essen states that the miners in the Ruhr district have enforced a six hour day.

**Landing At Dantzig Prevented**

Copenhagen, March 21.—A message from Berlin says that according to a semi-official statement the German Government persists in its refusal to permit Polish troops to land at Dantzig on the ground of Article XVI of the armistice signed on November 11.

**Food Ships Set Sail**

Copenhagen, March 24.—Foodships are leaving the principal German ports for Allied ports.

Copenhagen, March 20.—A message sent from Berlin yesterday states that two German steamers were unable to sail from Hamburg in accordance with the recent agreement concluded at Brussels as the Hamburg branch of the German Seamen's League has passed a resolution refusing to work ships for the Entente. The German newspapers protest against this scrapping of treaties and declare that the Hamburg seamen are only a communistic fraction.

Copenhagen, March 21.—A message from Bremen states that the German seamen have refused to man the food ships unless they are allowed to remain on board.

A message from Berlin states that a sufficient number of seamen have volunteered in Hamburg to ensure the sailing of the food ships.

**Erzberger Blamed For Break**

Paris, March 20.—A message from Posen states that the negotiations between the Inter-Allied Commission and the German delegates with regard to an armistice between Poland and Germany have broken down owing to Herr Erzberger, when everything seemed definitely settled, making a new demand for neutral representation on the superior commission at Posen to settle disputes between Poland and Germany which it had been previously agreed should be chosen by the International Armistice Commission at Spa.

## DAYLIGHT SAVING BEGINS WITH MANY ON TUESDAY

### Local Firms To Set Clock Ahead April 1; Others To Begin May 1

Beginning Tuesday a considerable proportion of the foreign hongs in Shanghai will inaugurate the season's program of conservation of daylight by starting the day's work an hour earlier. Still other firms will fall in line on May 1, by which date it is expected that practically all large business houses, except those forced by circumstance to continue the old hours, will have adopted the daylight saving plan.

Whether or not the Customs House clock will be set an hour forward, as suggested by the Municipal Council, has not yet been decided, the matter being still under consideration by the Customs officials.

The British Chamber of Commerce has been active this year in urging the general adoption of daylight savings and to this scheme the American Chamber of Commerce has pledged its hearty support, understanding to approach American hongs on the subject. A number of American concerns which have not previously tried the system have promised to do so this season. Numerous British firms have announced that they will go in for the 8 to 12 and 2 to 4 hours and the Municipal Council and Customs will do likewise.

Three of the largest American firms here, all of which have been following the daylight saving plan for the past two years give it their heartiest endorsement and announce that they will continue it this summer. The firms are the Standard Oil, Anderson, Meyer and Co. and the American Trading Co. The B.A.T. is another hong which has given the practice two season's trial and found it eminently satisfactory.

The Standard Oil Company last year tried out a variant of the scheme in that it inaugurated a single session of work for the day—from 8 a.m. to 2 p.m. This year the company referred the matter to its staff again and it is interesting to note that 78 percent of the employes indicated their preference for the solid session. In view, however, of the inconvenience in the matter of securing tiffin which some of the members would experience and the prospect of a wider adoption of the ordinary daylight saving hours this year, it was decided to institute the 8 to 12 and 2 to 4 periods.

Other American firms supporting the plan are the Robert Dollar Company; Gaston, Williams and Wigmore; the Chinese-American Company, Connell Brothers, the China and Java Export Company and others.

## GENERAL 8-HOUR DAY URGED FOR BRITAIN

### Conference Committee Advises Also Adoption Of Minimum Wage

(Reuter's Agency War Service)

London, March 21.—The Committee appointed by the Industrial Conference established by the Premier to inquire into the questions of hours and wages has completed its report and unanimously recommends the adoption of an eight hour day in all industries and a minimum wage for all workers.

**Point To Coal Commission's Work**

London, March 23.—The newspapers attribute the persistence of the discontent among the railwaymen largely to the bureaucratic procedure adopted in negotiating with their delegates. They contrast with this the bold publicity in the Coal Commission inquiry, which has made a miners' strike almost unthinkable. This inquiry is hailed as epoch making in its results and so successful that the method is bound to be applied to other intractable labor problems, enabling great Britain once more to give the world a lead in showing how to secure social peace and justice.

In an article in a Sunday paper Mr. G. N. Barnes, one of the labor members of the War Cabinet, points out that the recent concessions in hours and wages have not altogether been extorted by the trade unions but are due to the larger outlook and new note of humanity on the part of employers as the result of the common sufferings in the war.

**Rhondda Valley Miners Strike**

London, March 24.—Nearly 20,000 miners in the Rhondda Valley struck work today as a protest against the Government's non-acceptance of all the demands made by the Miners' Federation.

## PLANS DOUBLE MURDER THEN COMMITS SUICIDE

### Russian Kills Self After Failing At Attempt To Shoot Former Wife And Escort

As Madame Arragoni, an entertainer at the New World, opened the door of her room in a boarding house at 135A Bubbling Well Road early yesterday morning, she heard three shots. Lying in a pool of blood on the floor of the hall outside the door was Adolf Devigne, a Russian, her divorced husband. The Police believe that Devigne intended shooting his former wife and her escort before turning the pistol on himself. The first two bullets went through a panel of the door leading to Madame Arragoni's apartment.

Devigne shot himself in the mouth and died almost instantly. He was dressed in evening clothes and detectives believe that he waited for the woman and her escort, although they are at loss to know how he entered the house.

## Armored Car Used In Recent Fighting In Berlin

ARMORED CAR IN BERLIN FIGHTING. Cable.

This is one of the first photographs received picturing the heavy fighting in Berlin during Christmas week. The crew of a Government armored motor car is shown firing upon a crowd of revolutionists.

## MORE DEMONSTRATIONS IN EGYPT SUPPRESSED

### Rail Line Between Cairo And Alexandria Is Again Open

(Reuter's Agency War Service)

Cairo, March 15.—A demonstration at Alexandria today dispersed quietly, the military not needing to fire.

There have been demonstrations at various localities in the provinces, notably at Calioub, where a crowd of 3,000 smashed the station buildings and cut the telegraphs. Five British officers and four Indian soldiers who were passengers on the train bravely defended the station with revolvers until an aeroplane appeared and swept down and dispersed the demonstrators.

**Wingate To Stay In London**

London, March 22.—Reuter's Agency learns that General Sir Reginald Wingate, High Commissioner of Egypt, reached London last month in response to a summons from the Government to discuss the situation. The authorities regard his continued stay in London in an advisory capacity as essential. The whole of Egypt remains under martial law.

**Commons Told Lines Are Restored**

London, March 24.—In the House of Commons today, during question time, Mr. Harmsworth stated that the latest reports showed that railway communication between Cairo and Alexandria and telegraphic communication between Cairo and Tantah has been restored. Wireless telegraphy is being used between Cairo and Alexandria. The situation is undoubtedly causing anxiety.

Mr. Harmsworth emphasised that General Sir Reginald Wingate, the High Commissioner for Egypt, was remaining in England to afford valuable advice and assistance to His Majesty's Government, which would fully support General Sir Edmund Allenby, the acting High Commissioner, in dealing with the situation. He did not think that Sir Reginald Wingate should be in any way superseded.

## BOLSHEVIKI ROUTED ON ORENBURG FRONT

### Koltchak's Position Reported To Be Growing Stronger All The Time

(Reuter's Pacific Service)

Harbin, March 28.—A Siberian official communique reports:

"The Government troops have renewed their offensive on the whole Orenburg front and the enemy is retreating with such rapidity that our advancing bodies of reconnoitring troops are unable to keep in touch."

The position of Admiral Koltchak grows stronger every day while the Bolshevik activity is slackening, largely owing to the influence of wounded soldiers returning from the front describing the cruelty of the Bolsheviki to the peasants and prisoners.

It is understood that Ataman Kalmikoff has requested to be sent to the front.

General Horvath has left for Vladivostok, whence he is expected to proceed to Omsk at an early date.

## *Influenza Epidemic Slackening Steadily*

### *Improvement In Situation Recorded Last Week Among Foreigners And Chinese*

Distinct improvement in the influenza situation has been noted the latter part of the week, fewer new cases coming under the care of local physicians. Warning is given by medical men, however, that the sudden weather changes common at this season are dangerous factors and all precautions should be observed.

The epidemic is also slackening gradually among the Chinese, health reports toward the end of the week indicate. The total deaths from all causes among the Chinese population was 300 for the week, a reduction over the previous week.

Only one foreign death has been reported due to influenza within the past few days and this did not occur in the Settlement, the victim being a German from the interior who was temporarily living in Chapei.

## *German Drug Store Now American Firm*

### *Voelkel And Schroeder Property And Business Purchased From Receiver By Syndicate*

A syndicate of American business men has purchased the German firm of Voelkel and Shroeder from the Receiver and will continue the business under the name of the American Drug Company. The new company takes over both the store on Nanking Road and the factory on Ward Road. The passing to American control of the business established by German capital over 50 years ago means that Americans have acquired the most extensive drug interests in China.

An offer to purchase was made to the receiver Mr. G. D. Musso, by the syndicate and at a meeting of British, American and neutral shareholders held Friday the offer was discussed and on motion by Mr. Harold Browett, acting for one of the British shareholders, the Receiver was by unanimous vote requested to accept the offer.

It has been announced that the offer was made by Mr. Frank J. Raven of the Raven Trust Company and Mr. B. A. Hensler of Messrs. Parke, Davis and Company, acting on behalf of themselves and a number of other Americans. Mr. Hensler is leaving Parke, Davis and Company to devote his entire time to the affairs of the new drug business. The deal is being financed through the Raven Trust Company and the legal details are in the hands of Messrs. Fleming and Davies.

The new business is now being incorporated with Dr. S. A. Ransom, Mr. F. J. Raven, Mr. B. A. Hensler and Mr. W. S. Fleming among the directors. Telegrams have been sent to the United States for the employment of three experienced graduate pharmacists and a complete staff will be engaged as rapidly as possible. The business will for the present be conducted in the old premises.

## REPARATION CLAIMS NOW £8,000,000,000

### Total Reduced To This Figure By Committee; All Resources Of Enemy Taken

(Reuter's Agency War Service)

Paris, March 21.—The reparation Committee has reduced the claims for reparation to £8,000 millions.

On this basis principle and interest would amount to £16,000 millions spread over a period of forty years. On the other hand the resources of Germany, according to American experts, total approximately £2,400 millions, including resources outside Germany totaling £1,600 millions which comprise merchanters (? mercantile marine), the railways and mines in Alsace-Lorraine, the coal and iron in the Saar Valley, foreign securities and Government property in the former German colonies.

The Reparation Committee regards these outside resources as subject to confiscation; hence at least £1,600 millions should be immediately available for the liquidation of the war losses of the Allies. How the balance is to be obtained is at present unsettled. The British and American view is inclined to permit Germany to resume her industrial activities, from which it is estimated that £60 millions annually could be earmarked to wipe out the outstanding indebtedness.

Broadly speaking, the British delegates desire the allotment of damage among the Allies on the basis of war costs. France has suffered the heaviest material losses but Great Britain has imposed the largest burden of taxation upon her people.

## WANT BARS REMOVED FOR BRITISH COTTON

### Commons Told Exports To Northern Neutrals Must Be Passed On By Allies

(Reuter's Agency War Service)

London, March 20.—In the House of Commons today, Mr. Stoker suggested that, in view of the almost total cessation of movement in the cotton trade and the consequent scarcity of work, free entry of cotton goods into Scandinavia, Denmark and Holland should be permitted.

Mr. Harmsworth replied that the abrogation of the arrangements governing the blockade could only be carried out with the consent of the Allies. All the Associated Governments considered it necessary at present for reasons of policy to maintain the blockade but they are fully alive to the not unnatural irritation in Great Britain and as soon as it has served its purpose as a most important lever for obtaining the enemy's acceptance and execution of the Allies' terms the Government would welcome the possibility of removing the blockade restrictions.

## NO MORE FRENCH WIRELESS

Reuter's Agency has been informed that the French official wireless service direct from Lyons has been discontinued until September.

## REPARATION AND RHINE QUESTION DELAYING PEACE

### Problem Is, How Much Can Foe Pay? Rhenish State May Be Formed

### TOHEARNEUTRALS

### Amendments Suggested By Them Being Reviewed By Commission

### JAPAN'S POSITION

### Not Seeking Changes In Immigration Laws Of Other Nations

(Reuter's Agency War Service)

Paris, March 20.—The questions actually delaying the work of the Peace Conference concern reparation and the left bank of the Rhine. It is generally agreed that the only feasible plan is to fix an estimate of the total sum Germany can pay. The general sentiment among the Allies recognises a certain priority in the claims of France and Belgium.

Regarding the left bank of the Rhine, Mr. Lloyd George and M. Clemenceau will come to an arrangement and then consult with President Wilson. The idea favored is the formation of an independent Rhenish State, there being separatist tendencies among the Rhine populations.

**Commission To Hear Neutrals**

Paris, March 19.—Six members of the League of Nations Commission, Lord Robert Cecil, Colonel House, M. Bourgeois, M. Venizelos, M. Hymans and M. Vesnics, have been appointed to hear the views of the representatives of neutral countries on the covenant of the League of Nations tomorrow.

The first full meeting of the League of Nations Commission, President Wilson presiding, will be held on the 22nd to discuss the amendment and suggestions proposed by neutrals and the Powers represented at the Conference, after which the Commission will sit continuously.

It is anticipated that the final text of the covenant of the League of Nations will be ready for signature before the preliminary Treaty of Peace.

**Japanese Position Is Given**

Paris, March 19.—The Japanese amendment to the covenant of the League of Nations does not imply an intention on the part of Japan to put pressure on other nations to alter their immigration laws. It provides that the contracting parties agree to grant equal and just treatment to all aliens within their borders who are nationals of States that are members of the League.

The Japanese have not raised the question of immigration and do not demand that there shall be no discrimination against color or lack of civilisation. Their standpoint is that all citizens of nations deemed sufficiently advanced to become members of the League should have equal rights when traveling and living in foreign countries. While the Japanese delegates do not accept the view that the treatment of foreigners and discriminatory immigration laws are purely matters of domestic policy, they claim from the League equality of rights for their nationals now living in foreign countries. They distinguish clearly between this and the question of unrestricted immigration.

**Dominion Delegates Concur**

Paris, March 19.—The Dominion delegates heartily concur with the view of the British delegation that the question of equality of treatment of all nationalities throughout the world is not a matter for the League of Nations.

A prominent Australian delegate expressed the opinion that Australia is not prejudiced against the Japanese but had a great admiration for them. Nevertheless the Australians were of opinion that it was better for the future of the world that each race should develop along its own distinctive lines. The chief consideration was the industrial one. Australia aimed at building up very rapidly an all-British population of

over 15 million people. The chief attraction of Australia was its high wages and pleasant industrial conditions. The Asiatic worker as known in Australia was a cheap worker and therefore if they opened their doors to Asiatic immigration they automatically closed them to Europeans.

A Canadian delegate stated that the question of immigration must be settled individually by each country. Canada hitherto had no complaint regarding the Japanese in Canada and their immigration was limited to only a few hundreds admitted yearly.

**Lord Cecil Gives Views**

Paris, March 18.—Lord Robert Cecil, in an interview today, pointed out that many problems could only be solved by reference to the League of Nations and it would be useless to proceed with the final terms until the broad lines of the League were fixed. For instance, the preliminary terms presupposed the League of Nations as regards the German colonies, which could not be left in the air. Moreover it had been already agreed that the German colonies should be assigned to mandatories, which presupposed the League of Nations. Lord Robert Cecil emphasised that the League was an essential element in the pacification of the world and the sooner it got working the better.

**Italian Report Unfounded**

Paris, March 24.—Le Temps is authentically informed that the reported decision of the Italian delegation regarding Fiume cabled on the 21st is incorrect.

**Polish Situation Causes Anxiety**

Paris, March 20.—The Peace Conference is deeply annoyed at the turn taken by the situation in Poland. The French renew their request for a military demonstration against the Ukrainians and the only alternative is to send a military expedition into Poland. The French would not oppose the sending of an Allied force.

French circles believe that President Paderewski and his Government will not be able to continue in power in the event of Lemberg falling. All the peace delegates consider Poland the bulwark between Western Europe and Bolshevism and the need for sending four Polish regiments there is greater than ever.

**French Views On Syria**

Paris, March 21.—French circles point out that the rights of France to the whole of Syria have been inscribed in the International Code in the course of centuries by the Crusades, the Kingdom of Jerusalem, the Capitulations and her military intervention in 1860 and have been recognised by the Popes.

**Allenby In Paris**

Paris, March 20.—General Sir Edmund Allenby, the Commander-in-Chief in Palestine, has been summoned to Paris in connection with the important question of the partition of Turkey. He called on Marshal Foch today.

Paris, March 20.—General Sir Edmund Allenby has arrived and reported to the Supreme Council on the conditions in Palestine. He returns to Egypt immediately without visiting London.

**Millerand Is Appointed**

Paris, March 21.—M. Millerand formerly Minister of War, has been appointed Commissioner-General of the French Republic on a temporary mission for the administration of Alsace-Lorraine with full powers to nominate all officials in all branches of the administration.

### *League Regulations Are Approved By Peking Cabinet*

The Cabinet yesterday cabled to Mr. Lu Cheng-hsiang, the Chinese peace delegate at the European conference, to inform the various Powers that China endorses the regulations governing the operation of the League of Nations.

## FOCH SEES RHINE AS NATURAL FRENCH BORDER

**River Country's Best Line Of Defense, Is Opinion Of Military Leader**

(Reuter's Agency War Service)

Paris, March 21.—Interviewed by Le Matin on the anniversary of the great German attack in 1918, Marshal Foch declared that the Rhine was France's only good line of defense. He did not ask for annexation but France would have fought in vain unless she got this military frontier.

## *Law In Paris Opens Commercial Register*

***Purpose Is To List Concerns Doing Business In France, Including Agencies***

(Reuter's Agency War Service)

Paris, March 20.—Yesterday came into operation the law requiring persons and companies carrying on business in France to enter their names and other particulars in the new Commercial Register within a few months. Such particulars are also required from foreign countries establishing branch agencies in France.

## Canadian Premier Who May Be Ambassador To U.S.

SIR ROBERT BORDEN.

Sir Robert Borden, Premier of Canada, has been offered the post of British Ambassador to the United States, according to an authoritative despatch from London. An earlier report stated that Earl Reading, present special Ambassador to the United States, had resigned as counsellor to the British delegates at the Peace Conference, and would return to the United States.

## *American Glee Club Has Dance Tomorrow*

***First Of Series Of Entertainments To Be Given By S.V.C. Men At Astor***

The first of a series of dances and entertainments to be given by the American Company, S.V.C., Glee Club, will be held tomorrow night at the Astor House. Tickets for the affairs have been going at a rate that insures a large attendance and the various committees in charge have arranged a program which promises to be eminently pleasing throughout.

The Glee Club will give selections during the evening and supper will be served. The scheme of decoration for the ball room follows military lines and men of the company will be in uniform. Tickets may be obtained from company members of from Mr. V. E. Scott, secretary of the Glee Club. The dance starts at 9:30 p.m.

## *Boylesve Introduced To Academie Francais*

(Reuter's Agency War Service)

Paris, March 21.—M. Rene Boylesve, the celebrated novel writer, was introduced to the Academie Francaise yesterday.

## *Mail Due On Javary To Be Month Delayed*

***Word Received That Ship Was Forced To Put Back To Port***

The long looked for Javary with its 1,000 sacks of mail which has been daily expected in from the United States will not make this port.

Word was received here yesterday to the effect that the Javary had put back to Tacoma, having been damaged, making the port on March 21. The ship left Tacoma on her outward journey on February 22 so her mail will be over a month late when it arrives.

Mail from America reached Shanghai yesterday, some seventy sacks—10 of letter mail—arriving on the Manila Maru. Another mail has been notified as arriving on the B.A.T. ship Justin April 7. She carries 500 sacks.

A mail for America closes at the United States Post Office at 4 p.m. tomorrow, going via the Empress of Asia.

## *Will Permit Wilhelm To Go To Switzerland*

(Reuter's Agency War Service)

Copenhagen, March 20.—A message from Vienna states that the German-Austrian Government has sanctioned the ex-Emperor residing in Switzerland.

## *Millerand Commander Of Alsace-Lorraine*

(Reuter's Agency War Service)

Paris, March 21.—M. Millerand has been appointed Commissioner-General of Alsace-Lorraine.

## *18 Days' Sentence For Drug Importer*

***San Francisco Chinese, Having Served Time Out, Is Released By U.S. Court***

Low Ping-leung, the San Francisco born Chinese charged with attempting to import ten small bottles of morphia into Shanghai, was sentenced to 18 days' imprisonment by Judge C. S. Lobingier in the United States Court for China yesterday. The time spent in jail since the preliminary hearing, on March 11, was credited on the sentence and consequently the prisoner was released, being ordered to pay the costs of the proceedings.

Low was arrested here on March 9 after Customs officials had found him in possession of the drug on board the Kokura Maru. At the preliminary hearing before United States Commissioner Lurton he stated that the bottles were given to him by a man in Moji who assured him that it was not unlawful to take the morphia into Shanghai.

## BRITAIN IS REMOVING TRADE RESTRICTIONS

**Policy Is To Abolish Control Of Exports Soon As Possible, Chamberlain Says**

(Reuter's Agency War Service)

London, March 19.—In the House of Commons today, replying to Mr. George Lambert, who appealed to the Government to remove the restrictions on the export trade, Mr. Austen Chamberlain emphasised that the policy of the Government was to abolish control and Government interference as soon as possible. Much progress had already been made. The export of cotton goods was free except to the blockaded countries, where the restrictions were maintained for reasons of Inter-Allied policy. The sooner the blockade was raised the better we should be pleased and the Government would do all it could to promote the increase of production and efficiency in the export trade by means of which the great burdens ahead could alone be borne. They trusted industry would not be plunged into strike at the moment when all parties ought to be co-operating to increase production in order that the State might safely emerge from its perils.

## *Case In Admiralty At U.S. Court Monday*

***Claim Brought By Chinese Firm Against Schooner Esperanca***

A case in admiralty will be heard in the United States Court for China tomorrow morning when a claim will be brought against the American motor schooner Esperanca by the firm of Ah Sing and Co., 1111 Broadway.

The claim is for $1,691.38, alleged due in payment for ship supplies. The claimants are Chan Wan-che and Chung Wen-ching and the master of the ship is Mr. S. G. Freanor.

## *To Terminate German Interests In Railway*

The Government yesterday instructed the Ministries of Foreign Affairs and Communications to devise the best means to terminate the financial relations between China and Germany in connection with the proposed Kwangtung-Hankow Railway, according to a Peking telegram last night. This action was taken in response to the suggestion of the British, American and French Ministers to Peking.

## *Northern Forces In Fukien Again Active*

According to a Canton telegram last night, Northern forces in Fukien are again active. A quantity of munitions and arms, it is stated, has been conveyed to Amoy and reinforcements have been despatched to Putien, Sienyu, Tungan and Kiangkow, of Fukien.

## *More Enemy Subjects Arrive From Outports*

Eighteen enemy subjects from Hankow to be repatriated on the Antilochus arrived here yesterday on the Kiangyu and 15 others arrived on the Kiangfoo.

Mr. Wang Chia-ling, the newly appointed secretary to the Chinese Consulate-General at London who will accompany the second batch of enemy subjects to be repatriated April 19, arrived in Shanghai yesterday by the Shanghai-Nanking Railway. He will go to Wusih, his home town, before sailing with the aliens.

## *New Paper Succeeds Vienna Fremdenblatt*

(Reuter's Agency War Service)

Berlin, March 21.—A message from Vienna states that the Fremdenblatt has ceased publication and has been replaced by a new democratic paper Der Neue Tag.

## BRITISH UNEMPLOYED ARE BEING CARED FOR

**Government Paying Donations To 992,000; Work Is Provided For Demobilised Men**

(Reuter's Agency War Service)

London, March 19.—In the House of Commons today Mr. C. J. Wardle stated that the Government is paying 992,000 unemployed donations, of which 435,000 were to men, including 165,000 ex-soldiers. Employment had been found for seventy-nine percent of the demobilised soldiers, of whom 637,000 had been placed. Forty-five percent of male civilians and thirty percent of women had been placed.

## *Paris To Dismantle Her Fortifications*

(Reuter's Agency War Service)

Paris, March 21.—The Chamber of Deputies has passed the bill for dismantling the Paris fortifications.

### *Today's Concert Program*

The Moscow Trio and Public Band will give the following excellent program at today's concert in the Town Hall, beginning at 4:30 p.m.:

1. Overture—A Roman Carnival ..... Berlioz.
2. Trio for Piano, Violin and 'Cello ..... Gretchaninoff.
   (a) Allegre Appasionate.
   (b) Lento Assai.
   (c) Finale-Allegro Vivace.
   The Moscow Trio.
3. Overture—Oberon ..... Weber.
4. (a)—Chant du Menestrel ..... Glazounow.
   (b)—Serenade Espagnole ..... Glazounow.
   'Cello Solo: Mr. C. Bakaleinikoff
5. Suite Namouna ..... Lalo.
   (a) Danse Marocaine.
   (b) Mazurka.
   (c) Theme Varie.

A. de KRUGER,
Conductor-in-Charge.


DUC DE MONACO.
GRAND VIN SEC
Dry Champagne

REIDS LIMITED
Agents: Reid, Evans & Company
or from
Caldbeck, Macgregor & Co.

MAN and his problems

"The Thinker" expresses the crestfallen lot of the man who has never given serious thought to the future during the heyday of his earning capacity.

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The Thinker
By Auguste Rodin
The Famous French Sculptor

Deeply depressed, hungry and overcome by his troubles, Rodin's model, so the story goes, sat dejectedly in a corner of the studio, unconscious that the desperate picture he made was caught by the keen eye of the master—to be immortalized in the above now celebrated work of sculpture known as "The Thinker."

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# FORESTRY PROJECT APPROVED BY PEKING

### Mr. W. Purdom Is Delegated By Government To Take Charge Of Work

(*From Our Own Correspondent*)

Peking, March 26.—Mr. W. Purdom, who has for several years been in the employment of the Ministry of Agriculture and Commerce as Forester, has been appointed as Forestry Expert jointly to the Ministry of Communications and the Ministry of Agriculture and Commerce. The appointment is an important one in that it marks the beginning of practical forestry work and thus registers the conviction of these two Ministries that there is in forestry something of economic saving grace.

Some details of the circumstances that have led to the appointment may be given. Some time ago the problem of supplying the Peking-Hankow Railway with sleepers, telegraph poles and the like became somewhat acute, and the Director General of the Railway, Dr. C. C. Wang, began to wonder whether it would not be possible for the railway to develop its own timber resources. He accordingly suggested to the Chiaotungpu (the Ministry of Communications) that application should be made to Nungkungshangpu (Ministry of Agriculture and Commerce) for the loan of an expert to go into this matter. The Nungkungshangpu thereupon asked Messrs. Han and Purdom to go into the matter thoroughly, and this they did.

They traveled down the Peking-Hankow line making a survey of the present and potential timber resources of the railway area, and drew up a very complete report on the matter. It was then suggested that as all the railways probably had like problems they should each be requested to report on the matter, and as a result voluminous reports were forwarded to the Chiaotungpu by each of the railways. It was at once seen that to secure economy and coordination it would be advisable to have a Forestry Department in the Chiaotungpu, and the Nungkungshangpu asked for Mr. Han to be transferred entirely to it in order to organise such a department, and this was done.

The next step was to deal with the needs of one particular railway, in fact to make a practical start, and the Peking-Hankow Railway having been the first to move in the matter was decided upon as a starting point. Messrs. Purdom and Han resurveyed the whole area, and a detailed series of recommendations were made in a lengthy report, and this report was adopted by the Forestry Department of the Chiaotungpu and the Administration of the Railway.

At this point it was seen that the new department must have the services of a foreign expert forester, and as Mr. Purdom's contract with the Nungkungshangpu was about to expire, it was arranged that his new contract should be jointly with the Nungkungshangpu and the Chiaotungpu. This arrangement was effected a few days ago, and Mr. Purdom leaves tonight to carry out on the Peking-Hankow Railway the plans outlined in the report made by Mr. Han and himself.

Something has already been done. Near three points on the line, namely Hwangshangpu, Likiachai and Singtien, large tracts of hilly country, aggregating hundreds of thousands of acres, have been purchased, and these tracts are to be planted with the various kinds of timber that the railway needs, poplar, pine and southern elm for poles, piles and similar needs, and oak and chestnut for sleepers and the like. While the harder woods will not be available for years, the softer woods will be available at a comparatively early date, and then the railway will begin to benefit by its present foresight. At comparatively low cost it will be able to obtain material which at present has to be imported at great cost. Thus, for instance, the annual estimate of the Peking-Hankow Railway for replacing sleepers and the like alone reaches a million dollars.

While this piece of practical forestry is being carried out by the Forestry Department, the Forestry Bureau of the Nungkunkshanpu will be maintained as before, engaged chiefly on education work of a most important kind, under the direction of Mr. Forsythe Sherfessee. The new Department in the Chiaotungpu, may, indeed justly be regarded as among the first practical fruits of the educational influence of the Forestry Bureau.

## HORTICULTURAL SOCIETY

The Shanghai Horticultural Society will have its annual general meeting tomorrow at 4:30 p.m. at the British Supreme Court.

## *Unclaimed Cablegrams*

Commercial Pacific Cable Co.

Mar. 28—Chinstan, Shanghai; Montreal, Que.

Mar. 28—Carchinam, Shanghai; Manila.

# *First Shanghai Symphony To Be Heard Monaay Night*

Mr. Mirovitch

The long awaited symphony concert at the Lyceum, with a full orchestra conducted by Signor Paci, and Mr. Mirovitch, Mr. Piastro and Signor Paci as soloists, comes tomorrow night. The booking for the concert, which is at Moutrie's, has been heavy and there will be a large house for a musical event unprecedented here.

A distinguished program has been arranged. There will be solo numbers by Messrs. Mirovitch and Piastro, favorites of Shanghai music lovers for years, and by Signor Paci. Also there will be a composition by Signor Paci, for strings, conducted by himself.

The program for tomorrow night is as follows:

Mozart—Concerto: D major Nr. 20
(a) Allegro (Cadenza by M. Paci)
(b) Larghetto.
(c) Finale: Allegretto.
for Piano and Orchestra
M. Paci.

Beethoven—Concerto: D major Op. 61.
(a) Allegro ma non troppo
Cadenza by Piastro
(b) Larghetto
(c) Finale: Rondo (Allegro)
Cadenza by Auer
for Violin and Orchestra
M. Piastro

Interval

3. (a) Grieg—Elegiac Melody: "To the Spring"
(b) Dvorak—Nocturne
(c) M. Paci—"Alla Menuetto"
for strings only
Conducted by M. Paci

4. Grieg—Concerto: A minor Op. 16
(a) Allegro moderato
(b) Adagio
(c) Finale: Allegro marcato—Quasi Presto—Allegro Maestoso
for Piano and Orchestra
A. Mirovitch.

## *News Brevities*

Mr. Henry T. Silcock, B. A., who is vice-president of the West China University at Chengtu and a member of the Friends' Foreign Missionary Society, will address the American Song Service at the Palace Hotel this afternoon, at 5 o'clock. Mr. W. J. Haynes will sing.

• • •

Mr. T. Harborne, British Postmaster, desires to acknowledge with thanks the receipt of books, magazines, etc., from Mesdames S. Couling, Ayscough, M. Pilcher, R. S. Piercy, Cutforth, Ruby Woodward, Serebriannikoff, J. H. Osborne, C. C. Goodrich, Messrs. Christian Science Society of Shanghai, H. B. M. Postal Agent, Tientsin, s.s. Irene, F. A. Tappenden, W. T. Alway (Tsingtau), A. Dubois, S. M. S. Gubbay, R. H. R. Wade, J. D. Frost, H. Browett, J. W. Carle, G. F. D. Harrison, F. Large, W. Hughes, and "Anon." All the books and magazines handed in at the British Post Office for distribution are forwarded to the British troops at Vladivostok.

• • •

A presidential mandate Thursday awarded the Third Class Chiaoho to Mr. S. A. Hardoon of Shanghai.

• • •

The funeral procession of Mr. Chang Su-ho, former owner of the garden of the same name, will take place this afternoon at 2 o'clock. The cortege will start from his residence in the garden and end at the Ping Kiang Guild on Sinza Road, where the coffin will be temporarily placed. The route to be taken by the procession will be Bubbling Well Road, Tung Foo Road, Weihaiwei Road, Mohawk Road, Taku Road, Cemetery Road, Thibet Road, Foochow Road, Honan Road, Peking Road and Sinza Road.

• • •

For the double purpose of celebrating its 14th anniversary and giving a farewell reception to Mr. David Z. T. Yui and Mr. Chang Chi, who will sail shortly for France, the World's Chinese Students' Federation will hold a dinner tomorrow evening at 6:30 o'clock at the Oriental Hotel, M. Wilden, the French Consul-General, is expected to be present. Prizes will be distributed among the winning members and teams of the recent membership campaign. There will be also a program of music and other entertainments.

• • •

Professor C. H. Robertson will address the Sunday Service League in Martyrs' Memorial Hall this afternoon on "Some Philosophies of Life." The meeting begins at 5 o'clock. There will be special music.

• • •

It is announced that the Italian administration has removed restriction on cable addresses and will now admit cablegrams with registered or abbreviated addresses.

• • •

The Commercial Association of Cantonese residents gave a reception yesterday afternoon at their offices on Szechuen Road in honor of Mr. Yang Tcheng, Commissioner of Foreign Affairs. Mr. Chun Binghim, compradore of A. R. Burkill and Sons, presided. Speeches were delivered by Messrs. Chun, Peng Kwei-hong, Gook Bew, Chow Ching-chien and Lao Ching-shu. More than 300 members were present.

• • •

Mr. L. Bridou, Agent General of the Messageries Martimes, arrived here yesterday from France, accompanied by Mrs. Bridou. Mr. and Mrs. Bridou came from Paris via the United States and spent several weeks in America.

• • •

The officers of the China Navigation steamer Woosung report that they sighted Thursday a junk sunk close in shore about a quarter a mile below the Shansi Point Beacon.

• • •

The German butchery on Broadway, F. Pasche, has been purchased by the Shanghai Butchery and will conduct its business entirely under Chinese management.

• • •

Three Chinese were ordered to pay $100 fines or serve three weeks in prison each by the Mixed Court yesterday for running opium smoking establishments. Six inmates arrested in one of the places were given their choice between paying $10 or serving ten days.

• • •

A Chinese coal dealer was fined $100 by the Mixed Court yesterday for making short-weight deliveries. A comparison of weights by a customer showed that there was a 12 pound shortage on each basket, making 96 pounds shortage to the ton.

• • •

Admiral Tsao Ho-hsiang, Vice-Minister of the Navy, arrived in Shanghai Friday. He called on General Lu Yung-hsiang, the Shanghai Defense Commissioner, yesterday.

• • •

Bishop Molony will hold a confirmation service at Holy Trinity Cathedral at 9:30 o'clock this morning when about thirty persons will be confirmed. The Bishop will preach afterwards on board the British cruiser Suffolk.


## IF SLEEP DOES NOT REFRESH YOU

People who are tired out, who arise in the morning feeling that sleep has not refreshed them, are in a state of nervous exhaustion that borders on the condition that doctors call neurasthenia. The causes are varied. Continuous work, mental or physical, without proper attention to diet and exercise, also worry over the struggle for success, are the most common causes. Excesses of almost any kind may produce it. Sometimes diseases like Influenza will cause neurasthenia. So also will a severe shock, intense anxiety or grief.

The symptoms are over-sensitiveness, irritability, a disposition to worry over trifles, headache, possibly nausea.

The treatment in cases like this is one of nutrition of the nerve cells requiring a non-alcoholic tonic. As the nerves get their nourishment from the blood the treatment must be directed toward building up the blood. Dr. Williams' pink pills act directly on the blood and, with proper regulation of the diet, have proved of the greatest benefit in many cases of neurasthenia. A tendency to anaemia, or bloodlessness, shown by most neurasthenic patients, is also corrected by these tonic pills.

Two useful books, "Diseases of the Nervous System" and "What to Eat and How to Eat," will be sent free by the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai, if you mention this paper. Dr. Williams' pink pills are sold by all chemists, or can be obtained at $1.50 per bottle, six for $8.00, post free from the above address.

*The only milk for use in sickness and convalescence.*

*Sterilized already for drinking.*

*All Stores sell it.*

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**A SINGLE POOR** investment may cause more loss than you gain by a dozen good ones.

**IF YOU** are interested in a safe investment for a large or small amount, we can assist you.

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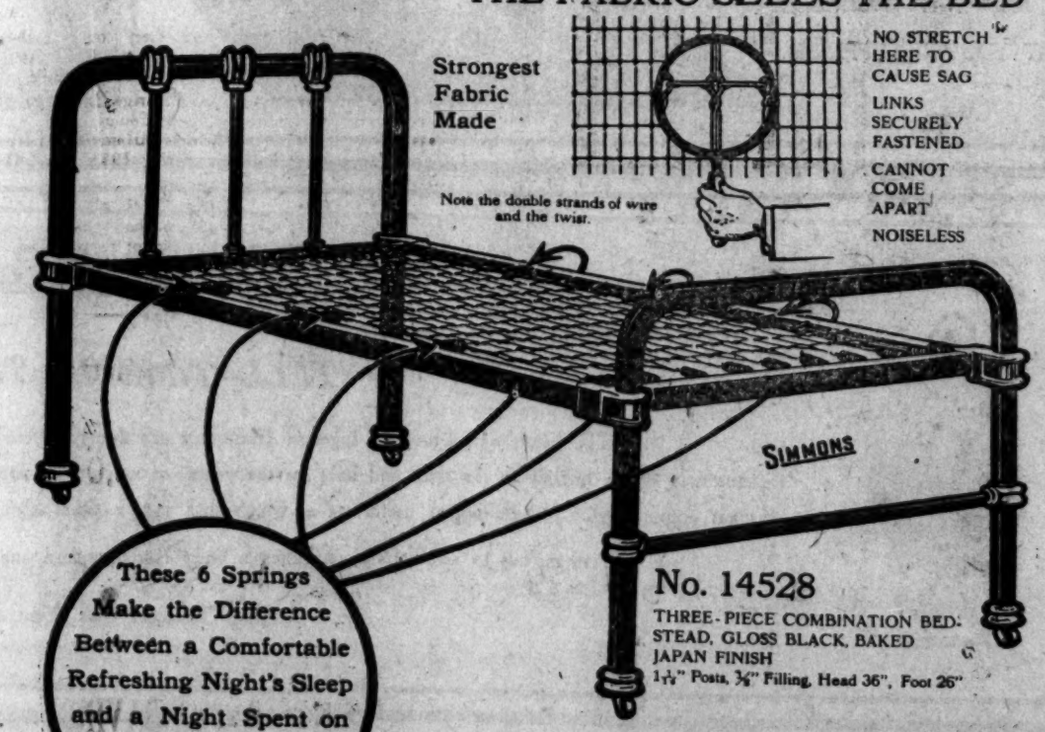


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BLACK THREE-PIECE BEDSTEADS

Size 3 ft. x 6 ft. 6 inches

Case lots, containing 12 beds **$195.00**

Prices of Simmons Brass or White Steel Bed obtainable in our **FURNISHING DEPT. TEL. 296**

# INTERNATIONAL SAVINGS SOCIETY

# PREMIUM BONDS

I. S. S. Premium Bonds are well-known and well-recognized throughout the entire Orient as a **FIRST-CLASS INVESTMENT** and an investment that offers the greatest possibilities in the way of profits, but for the benefit of the many newcomers to Shanghai the details below will give an idea of the **qualifications** and **advantages** of Premium Bonds.

SCALE OF GROWTH OF

## I. S. S. PREMIUM BONDS

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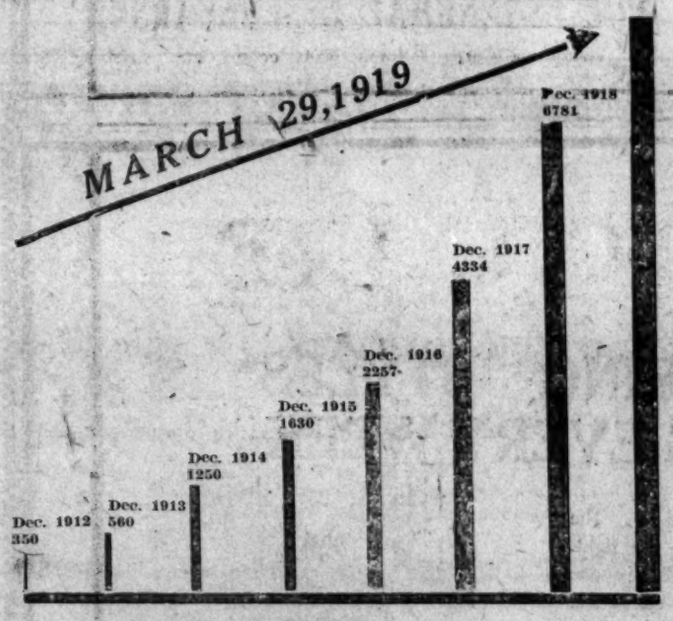
## $15,800,000.00

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FOR

## MEN, WOMEN AND CHILDREN

### PREMIUM BONDS

The Society issues bearer or registered bonds to the value of $2,000 (two thousand dollars local currency) payable by yearly, instalments (13 annual instalments of $144.00 and the balance of $128.00 during the 14th year), or by half-yearly, quarterly or monthly instalments of $72.00, $36.00 or $12.00 respectively.

The bonds are redeemable during fourteen years by monthly drawings, or in the event of a bond not being redeemed in full within such period, at least at par at the end of the 15th year, with a bonus out of any surplus arising from investment interests over 5%

The Society also issues half and quarter bonds for $1,000.00 and $500.00 respectively. These bonds participate proportionately in the profits and charges of the ordinary bonds of $2,000.00.

**Anticipated reimbursements and drawings.**—Every month 25% of the monthly premiums of the total number of bonds in force are divided by way of drawing among subscribers for the sole purpose of redeeming partially or fully 10% of the number of bonds in force at date of drawing.

Anticipated reimbursements cannot be less than $12.00 or higher than $2,000.00.

Each bond participates in every drawing until its full value (or more) has been reimbursed. The bond is then cancelled and its holder receives the amount of the "surrender value" at the time of cancellation.

Where a bondholder pays his premiums in advance by quarterly, half-yearly or yearly payments, and the bond upon which such advance premiums have been paid is fully reimbursed and thus automatically cancelled, the Society will refund to such bondholders all premiums overpaid on such bond.

The drawings are open to the public; they take place on the fifteenth of every month, at the Company's offices, under the supervision of one member of the Board of Directors and the Auditors, assisted by two bondholders chosen from amongst those present.

### FEATURES AND ADVANTAGES of PREMIUM BONDS

1.—Twelve dollars a month is not a large sum of money and yet that amount saved monthly for thirteen years and ten months gvies you a paid-up $2,000.00 bond **Plus** a share of the Society's earnings on investments.

2.—Each month **Every** bond participates in the drawing, thus giving you an opportunity of being returned from $12.00 to $2,000.00

3.—Ten percent of all the bonds are **granted a return each month,** this return being **paid immediately** to the bondholder.

4.—After two years premiums have been paid the **bonds have a surrender value** on the same basis as life insurance policies. Further, the Society **grants loans** to the extent of the surrender value.

5.—The Securities of the Society covering the surrender values of the bonds are **deposited** with the Russo-Asiatic Bank, Banque Industrielle de Chine and Banque de l'Indo-Chine.

6.—The **International Savings Society** works on the same lines as the well-known French Company "La Sequanaise" which has a total **value** of **bonds Subscribed of Frs. 900 Millions** and which Society collected during **1913 Frs. 41 Millions premiums.**

7.—Bonds are **transferable** at any time without charge.

8.—**Drawing** takes place on the 15th of every month, in the **presence** and **under the control** of the **bondholders** and **friends** and is **open** to the general **public.**

### A SAVINGS ACCOUNT

should be given the same consideration and attention as that given large investments. The two most important points to be considered are **Security of Investment and Profits on Investment.**

### I. S. S. PREMIUM BONDS

**Possess both Qualifications**

How many people start a Bank Savings Account, and when their first enthusiasm dies down, the account dies with it. **Why?**—For the reason that there is nothing stimulating or active that will keep the good intentions alive.

Were the monthly drawings eliminated, I. S. S. Premium Bonds would nevertheless still be a First-Class Investment, but it is the fact that each month all Bonds participate in the Drawing and every Bond has an equal chance of being returned from $2,000.00 to $12.00 each, thus making this invesment one that is continually active. **Each month 10% of the total Bonds receive returns.** Returns received from the monthly drawings are not deducted from the value of the Bond. **Returns are paid immediately after each drawing.**

### BOARD OF DIRECTORS

**R. Fano,** Chairman, Member French Municipal Council

**H. Madier,** President, French Chamber of Commerce for China.

**J. Beudin,** Member Central Committee. French Chamber of Commerce for China.

**M. Speelman.**

**Seth, Mancel & Co.,** Auditors

**C. Buy,** Censor.

The **I. S. S.** has been established for more than 7 years and during that period there has been returned to Bondholders from the monthly drawings, the sum of $495,769.00.

In the drawing on April 15, 1919, there will be 4 first returns of $2,000 each and more than 800 other returns ranging from $1,000 to $12 each.

**Bonds in force March 29, 1919** **$15,800,000.00** **Bonds in force March 29, 1919**

Please note carefully the Securities in which the entire funds belonging to the Bondholders are invested.

**HIGH-GRADE SECURITIES**

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| Shanghai Municipal Council | Shanghai & Hongkong Wharf | Cercle Sportif |
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| Shanghai Land Investment | Shanghai Race Club | Weeks & Co., Ltd. |
| Anglo-French Land Co. | Shanghai Club | |

Certified by: C. BUY, *Censor* R. FANO, *Chairman of Directors.* SETH, MANCELL & Co., *Auditors.*

**DO YOU KNOW of any other legitimate and safe investment for a savings account other than the I. S. S. Premium Bonds where you have possibilities of such Large Returns.**

## INTERNATIONAL SAVINGS SOCIETY

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GENERAL MANAGERS

**LEIGH C. WINTERS,**
**Special Representative.**

**An Example** of the possibilities of every bond.

BOND No. 981 was issued on the 20th July, 1914, and since that date has drawn

| | | |
|---|---|---|
| On January | 15th, 1915..... | $ 12.00 |
| „ September | 15th, 1915..... | $ 150.00 |
| „ October | 15th, 1915..... | $1,525.00 |
| „ November | 15th, 1916..... | $2,000.00 |
| | Total.. | $3,687.00 |

The Bond was then cancelled as more than its full value ($2.000) had been redeemed and the holder received further the 2 years Surrender Value to his credit.

# GERMANS STILL MISLED ON WAR, HARDEN SAYS

### They Believe Right Was On Their Side, Asserts Die Zukunft Editor

### BLAMES FORMER KAISER

### Wilhelm Kept Alive Flame Of National Hatred Against Entente, He Thinks

Brussels, February 19.—Maximilian Harden, editor of Die Zukunft of Berlin, in an interview in Le Soir of Brussels declares that the German people were misled as to the cause of the war. They believed at the outbreak that Germany was in the right, and even believe now that right was on their side.

Emperor William, Harden declared, was drawn into the war against his own wishes, but once hostilities began it was he who kept alive national hatred and was responsible for the methods of warfare for which the world would never forgive Germany.

"Our people," said Harden, "did not know and do not now know. They loyally believed that right was on their side. If they had not they would not have fought and suffered as they did. They believed in a coalition against Germany. They did not understand that Britain, France and Russia had no other object than to protect themselves against the adverse designs of the Kaiser.

**Feared French Seizure Belgium**

"They did not understand that the violation of Belgium was a crime which turned the enlightened universe against Germany. They are still certain that if Germany had not invaded Belgium Great Britain and France were ready to do so. Personally, I do not think France ever thought of such a thing, and if she had Great Britain would not have permitted it.

"But it was an old idea of the Kaiser's. In one of his outbursts he once said to Leopold II.: 'If there is war I shall go through Belgium. If she resists Belgium will not exist any longer.'

"It is the thirty years of reign of William II. which carried responsibility for the war. It is the teaching which has poisoned youth, it is the spirit of militarism that has been soaked into the people.

**Kaiser Kept Hatred Alive**

"Kaiser Wilhelm was drawn into it himself. Perhaps against his own sentiments. He was not warlike. He was not even courageous, and I know that he did struggle to conquer his personal feelings before he could be brought to sign the mobilisation decree.

"But once war was declared it was he who kept alive the national hatred. It was he who used methods of war for which the world will never pardon him. Believe me, it causes me terrible pain to have to admit this."

When the interviewer pointed out to Harden that no protests against Germany's methods ever were raised in Germany, Harden declared that even now not only the actors in the tragedy hesitate to admit Germany's guilt but that persons who have lost a brother or husband in the war desire to cling to the belief that they have suffered their share of bereavement in a good cause. They think it would take away from the dignity of their grief if they recognise that the cause for which their country fought was criminal.

# *Baseball Libel Suit Set For Tomorrow*

### *Action Against Mr. Merriman Arising From Baseball Scandal Due For Hearing*

The Ezra-Merriman libel suit, arising from the baseball scandal of last season, is due to come up in the United States Court for China tomorrow. Mr. A. D. Gibbs, counsel for the plaintiff, Mr. Judah I. Ezra, is expected to arrive in Shanghai today on the Fushimi Maru, bringing with him the record of the U.S. Army investigation regarding the bribery charges which was held in Manila.

# Dr. Carrel, Major In French Service, Back From War

DR. ALEXIS CARREL. ©WS.

Dr. Alexis Carrel, the famous surgeon of the Rockefeller Institute, returned from France recently aboard the La Lorraine, fresh from his surgical labors in the Montdidier sector and wearing his uniform as major in the French Army. Dr. Carrel declared that if he could talk, being in the French Army preventing him, "he could tell much of interest that would be extremely agreeable to the ears of American surgeons."

## RECEPTION TO STUDENTS

A joint farewell reception was given yesterday afternoon at the French Municipal Council, by M. Wilden, Consul-General for France, and the World's Chinese Students' Federation in honor of 29 Chinese students who are leaving for France tomorrow on the Kamo Maru. Mr. P. K. Chu presided.

Speeches were made by Consul-General Wilden, M. Rhein, French Vice-Consul, Verougard and Le Bris and Dr. M. T. Z. Tyau of the Peking Leader and Messrs. M. Y. Chien of the Bank of Communications, and Pan Tsi-tchang of the Chinese French Society.

Refreshments were served. M. Wilden proposed the health of the Chinese Republic and Mr. Chu led the students in giving three cheers for the Republic of France. The program concluded with the taking of the group picture.

# BRITISH CLAIM CREDIT FOR THE DEPTH BOMB

### Was Invented And Developed In England, The Navy Contends

London, February 8.—The development of the depth charge method of defense against submarines, which had a great deal to do with the lessening of the submarine menace, was the work of the British navy, according to a semi-official statement issued today. The actual circumstances are declared to have been as follows:

The Commander-in-Chief of the Grand Fleet recommended in 1914 the formation of a depth charge defense, and experiments and investigations were made. The Vernon experimental school took the matter in hand and the submarine attack committee of the Admiralty ultimately recommended the adoption of a design which was virtually the same as that used throughout the war. There were improvements from time to time, but the British navy adopted and developed the depth charge method of defense two years ago. The British navy also led the way in the use and development of the weapon and in the fitting out of special vessels for its extensive employment. The invention of the "thrower" and other devices in connection with the use of mines was purely British.

In the most recent report of the American Secretary of the Navy, Dec. 1, 1918, it appears that although depth charges were in use in the Royal navy prior to the United States entering the war, it devolved upon American naval experts to make this weapon a really effective engine of destruction against the U-boat. Secretary Daniels writes (page fifty-five):

"Prior to the entrance of the United States into the war the use of depth charges had begun, but had not been carried out to any marked extent abroad; yet the United States realised the necessity of being adequately armed with this new weapon against the submarine.

"Our navy undertook depth charge development shortly after the opening of unrestricted warfare. The first design contained fifty pounds of explosive and was operated on a float-and-line principle. A float detached itself from the charge proper upon striking the water and remained on the surface while the charge sank and in sinking payed out rope attached to the float; when a predetermined length of rope had run out the charge exploded. On the declaration of war these charges were almost immediately available.

"The naval torpedo station at Newport developed a type of hydrostatically operated depth charge which subsequently was proved at least the equal of any other depth charge known to be in existence."

This type has on its top a dial containing an indicator with figures like the face of a watch. When the indicator is turned to a certain number that number denotes the feet beneath the surface at which the charge will explode. As the indicator is turned a reservoir is automatically opened, the water in which increases its pressure on the detonator as the charge descends. When the reservoir is full the detonator acts and explodes the charge.

At the Newport torpedo station the "Y" gun for the discharge of depth charges was also invented, making their launching safer for the operators and more effective against the enemy. The "Y" gun is considered a vast improvement on the British "thrower."

## TREES FOR SALE

Imported shade trees—large leaf—grows rapidly—original stock imported from U.S.A.

| | | |
|---|---|---|
| 1,000—3 years old | | $1.00 each |
| 500—4 years old | | 1.50 each |
| 100—5 years old | | 2.00 each |
| 50—6 years old | | 3.00 each |

Must be planted within a few days. Apply at Room 9, 15 Nanking Road.

## *Obituary*

**Mr. G. Ackermann**

News of the death in Japan of Mr. G. Ackermann of Messrs. Racine, Ackermann and Company, was received here yesterday. Deceased suffered from intestinal trouble for several years and went to Japan to recuperate before sailing for France.

Mr. Ackermann was 47 years old and came to China 21 years ago for Messrs. Olivier and Company. He was in charge of the Hankow branch of the firm until 1897 when he joined Mr. Racine and established the present firm. He was formerly a member of the French Municipal Council and was a director of L'Echo de Chine and The Oriental Press.

Mr. Ackermann leaves a widow and two children.

The body will be brought here on the Andre Lebon arriving Friday and funeral services will be held at the Bubbling Well Cemetery Saturday afternoon. The body will be sent to France on the Paul Lecat.

**Business Men's Lunch**

every day (excepting Sunday) from 11.30 until 2 p.m. at

**Sullivan's Candy Store**

**BLACK BEETLES or COCKROACHES**

can be readily exterminated with

**BEETLE VIRUS**

Simply sprinkle the powder in the haunts of the beetles and they disappear, together with their disagreeable odour.

SAFE AND CLEAN TO USE

60 cents a tin—2 tins $1.00

Special rates for quantities to Hotels, Factories, Ships and Railways.

Agents:

**MACTAVISH & CO., LTD.**

Chemists:
Opposite the Garden Bridge.

You will see the mark of MONTGOMERY WARD AND COMPANY on boxes and crates of quality merchandise in ports the world over. For more than fifteen years we have exported to consumers and merchants in nearly every corner of the globe,

WE SELL EVERYTHING for the home, office, farm or school, Groceries, Dry Goods, Clothing, Furniture, Hardware, Electrical Goods, Gas Engines, Bicycles, Farm Implements, etc.

Write today to the American Express Company, Shanghai, Hongkong or Manila, for a free copy of our handsome catalogue, illustrating thousands of articles of American manufacture at money-saving prices.

Because of transportation conditions, we especially recommend the use of the parcel post. Packages up to a weight of fifty pounds can now be sent through the United States Postal Agency at Shanghai at the rate of 12 cents per pound or fraction thereof. To other parts of China we can send packages up to eleven pounds in weight at the same rate of postage. In both cases, there is no limit to the number of packages. This is a very quick, economical and efficient way of ordering merchandise today.

We guarantee safe delivery whether the goods go by mail or freight. We obtain the export license necessary for exporting goods to China.

No matter where you live, it will pay you to get our catalogue and place a trial order.

**MONTGOMERY WARD & CO.**

Chicago, U. S. A.

**"OSRAM" - "G.E.C."**

**DRAWN-WIRE-LAMPS**

*"NO OTHER LAMP IS STRONGER"*

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Shanghai—Hongkong—Hankow

Nos. 1 and 2 Ningpo Road, Shanghai

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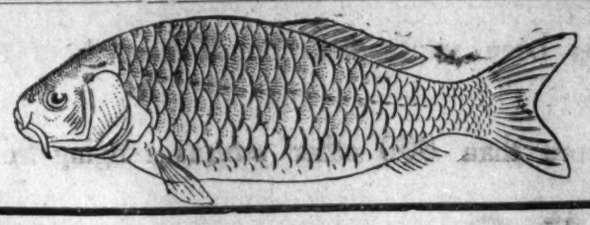

HERRINGS

Would you not be pleased to eat a fat, tender herring, broiled in butter, for your breakfast?

Or a slice or two of delicious smoked salmon, served hot on toast? Let us supply you with some of the many varieties of fish which we import from far and near for your delectation:

Herrings
Salted—Smoked—Pickled

Salmon and Salmon Bellies
Salted—Smoked

Smoked Boneless Herrings
Pickled Anchovies
Boned and Dried Codfish

All of these can be safely shipped to outports by parcel post. Shall we send you a trial order?

EAT MORE FISH

**I. SHAININ & CO.**

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**NEW SPRING STYLES ARRIVING EVERY WEEK**

We want you to see them. The Style, Fit, Quality and Price are right. This new line of merchandise is one more reason for trading at our store. Come in and see our methods.

**STYLE HINTS FOR SPRING**

High Louis XIV heel shoes FOR WOMEN continue in favor for dress wear, but the medium hee with straight lines is very popular for general serviee.

FOR MEN. English lasts are the vogue for dress and semi-dress wear. There is also a great demand for broad-toed shoes for men who are on their feet a great deal.

**PHOENIX, ONYX and McCALLUM SILK HOSIERY**

Try our expert mail order service.

**WALK-OVER SHOE STORE**

"THE STORE AHEAD"

**24 NANKING ROAD**

Use WALK-OVER FINDINGS

# Certain-teed
# PAINTS AND VARNISHES

## A Certain-teed Paint or Varnish for Every Purpose—

### Certain-teed HOUSE PAINTS

For use in painting old and new buildings, interior and exterior surfaces where the best service is required. CERTAIN-TEED House Paints possess greatest durability, uniformity and permanency of color. They have splendid covering capacity, both as to hiding power and area.

405 Silver Gray
409 Slate Color
413 Sky Blue
415 Medium Blue
417 Ivory
421 Colonial Yellow
425 Rich Buff
426 Black
427 Light Terra Cotta
429 Dark Red
433 Light Drab
435 Bungalow Brown
437 Brown
439 Maroon
441 Pea Green
443 Window Blind Green
445 Olive Green
448 Outide White
449 Inside White

Use CERTAIN-TEED House Paints according to the directions on the can and your satisfaction is assured.

### FLAT WALL PAINT
**For Beautiful Interiors**

Certain-teed Flat Wall Paints are clean, bright and cheerful. Sanitary, if the walls become soiled they may be washed with soap and water. Works easily, covers generously, dries over-night.

471 Twilight Gray
472 Turquoise Blue
473 Orient Ivory
476 Royal Tan
479 Old Rose
484 Palm Olive
485 Forest Green

### FLOOR AND FURNITURE STAINS

A high grade floor varnish is used in the manufacture of Certain-teed Floor and Furniture Stains, which insures the proper elasticity, with the result that these stains will not scratch white or show heel marks.

31 Mahogany
32 Light Oak
33 Dark Oak
34 Walnut

### INSIDE FLOOR PAINT

For interior use! A most satisfactory article for painting floors, stairs, etc. It will dry over-night with a pleasing even tone lustre, and to-morrow morning you may walk upon it.

722 Silver Gray
725 Dark Oak
726 Red
727 Brown

### Certain-teed ENAMELS

#### SNOW WHITE ENAMEL

The highest grade of enamel for general interior work. Remember that covering capacity, whiteness, gloss and freedom from cracking and checking are essential if best results are to be had. Certain-teed Snow White Enamel embodies all these good features and is consequently recommended as the highest grade of white enamel it is possible to secure.

#### BATH ROOM ENAMEL

For enameling zinc bath tubs, bathroom walls, woodwork, inside of refrigerators and surfaces exposed to hot and cold water. For either old or new work. A superior article for the purposes named. Produces a porcelain-like finish.

#### ALUMINUM PAINT

For picture frames, radiators and interior metal work. Withstands heat.

#### INTERIOR ENAMELS

This is a general purpose enamel adapted for use in finishing or refinishing all kinds of furniture, interior work, iron beds and picture frames.

11 Gloss White
11A Flat White
12 Gloss Black
13 Ivory
15 Sea Green
19 Wall Blue

#### PORCH FURNITURE ENAMEL

Dries thoroughly hard with a durable gloss.

745 Red
748 Green

#### GOLD PAINT

This paint is washable, durable and brilliant.

### Certain-teed
### Outside Paints

#### CAR BRIDGE AND BUILDING PAINT

This is a general utility paint, manufactured especially for use by railroads and traction companies for painting stations, cars, go-downs, bridges, signal houses and various other buildings. For either wooden or metal surfaces. This paint is reasonable in price, yet practicable tests have shown that its quality is superior to that of many other brands intended for similiar purposes and sold for higher price. Has an unusual covering capacity, durability and permanence of color.

460 Slate Color
461 Red
462 Green
463 Black

#### ROOFING PAINT

For galvanized iron roofs and siding, structural steel and similiar construction. The working qualities, hiding power, covering capacity and durability of Certain-teed Roof Paint are assured dby the high grade materials used and the skill with which they are combined during manufacture.

460 Slate
461 Red
462 Green

#### STUCCO and CEMENT PAINT

For use on outside cement and plaster surfaces. Impervious to weather and decorative. This paint will cover from 150 to 300 square feet of surface per gallon-two-coats-depending upon the condition of the surface to be painted.

#### PORCH and DECK PAINT

An exterior paint for use on porch floors, decks of boats and other exterior surfaces to be walked upon. This paint will cover from 300 to 350 square feet per gallon.

#### MASTER PAINTERS' COLORS IN OIL

1 and 5-lb. packages.

Selected pigments ground to the last degree of fineness, insuring perfect tone and strength of color—ground in strictly pure linseed oil—high grade products in every respect.

#### CEMENT FLOOR PAINT

A hard wearing surface paint for cement floors. Dries hard over-night. Suitable for office buildings, factories, hotels, schools, churches and theatres. Attractive and easy to keep clean.

#### KALSOMINE

An artistic, durable and economical water paint, in dry powder form, ready for use when mixed with hot or cold water. For interior walls and ceilings. It covers well with one coat, dries free from edges or laps, and will not fade, peel or chalk.

### Certain-teed VARNISHES

#### INTERIOR SPAR

This is a high grade interior varnish for general use. It is not affected by contact with water. Has a fine, durable and permanent gloss, which can be rubbed into a dull finish and polished if desired.

#### OUTSIDE SPAR

This varnish is intended for outside use, which is severe test for varnish. Particularly intended for use on outside woodwork and water crafts. Pale, extremly durable and highly lustrous.

#### FLOOR VARNISH

Is manufactured to fill the large demand that exists for floor varnish which dries in a required length of time, and which, at the same time, possesses the necessary elasticity so that it does not scratch or mar when applied to floors subject to constant use.

#### NO RUB FLAT FINISH

This is a varnish intended for use where a flat or velvet finish is desired. It produces the effect of a rubbed varnish without the extra labor of treating and rubbing. This varnish is intended for interior work only.

#### COPAL VANISH

A high grade, quick drying lustrous varnish, for use on furniture or interior wood work. This product is tough and elastic. It is intended to rub or polish.

#### EXTRA COACH VARNISH

A serviceable varnish for outside use. Recommended for carriages, automobiles, outside doors, store fronts, etc.

*A few leaders—Our line is complete*

In addition to the above we have stocks of *Certain-teed* Master-Painters' Colors in Oil, Zinc White in Oil, Paste Wood Filler, Crack and Crevice Filler, Metal Paint, Graphite Paint, Asphalt, Varnishes, Japan Dryer, Floor Wax and Metal Polish,—Samples, Color Cards and Prices on application,

***Choose them for Economy.—Use them for Satisfaction.***

# AMERICAN TRADING COMPANY

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PEKING, TIENTSIN, SHANGHAI, HANKOW.

# Investigation Of Schemes For Harbor Improvement To Go Ahead Immediately

## Consultative Board And Chambers Of Commerce Recommend That Conservancy Board Proceed Without Delay

The Whangpoo Conservancy Board will shortly begin a full investigation of all technical possibilities of further developing Shanghai as a first class port, which will be conducted on the broadest lines.

In judging the whole matter of further harbor development there are two aspects: the purely engineering one and the general and economic one, of which, of course, the latter is determinative.

While these two are interdependent the engineering possibilities must be first investigated. Several schemes to make Shanghai accessible to ocean traffic present themselves and each must be investigated as to the cost, the time of execution and the utility of the present facilities while executing any project, and so on. Various ideas are technically possible and, according to whether the requirement as to depth is put at 30, 40 or 45 feet, different solutions are indicated.

When the above technical possibilities have been accurately estimated they must be weighed, together with economic and general aspects of the matter—and an estimate be made of what the requirements are or should be—as a necessary basis for the final decision by the interested parties.

The Board having long recognised the need for soon devising sound lines of harbor development and thus securing the future prosperity of the port of Shanghai, issued in July, 1918, a report prepared in 1916 and 1917 by an eminent firm of consulting hydraulic and harbor engineers in consultation with the Engineer-in-Chief. The report, which immediately raised the issue to the highest degree with the assumption of maximum requirements as to depth, etc., pointed out various schemes as technically possible and concluded by recommending that an investigation of all the possible schemes should be undertaken.

The Whangpoo Conservancy Consultative Board, supported by the General and the different National Chambers of Commerce at Shanghai, recommended to the Whangpoo Conservancy Board that the investigation be immediately undertaken.

The Engineer-in-Chief reported that the estimated cost of such an investigation would be some Tls. 350,000, including the submission of the results of the investigation to an international committee of consulting engineers of high repute from the home countries who would finally decide as to the best technical course the engineers to be chosen by the leading shipping interests as represented on the Consultative Board.

**The Program Of Investigation**

It is aimed to take into consideration all the possibilities for rendering Shanghai accessible, directly or indirectly, to first class ocean traffic. It is hoped that no conceivably practicable scheme will be overlooked, but the following are the principal alternatives:

(1)—The regulation of the Fairy Flats by training works:

This scheme was mentioned as favorably indicated in the report, but the investigation is in no way committed to favoring this or any other scheme. The regulation of the lower Yangtsze can also be done by regulating the North Channel or the North Branch or both, or by regulation of the North Channel. These will also be investigated.

(2)—Assuming the possibility of regulating the lower Yangtsze, the construction of a harbor near Woosung Forts or inside Woosung, which may or may not be locked.

The scheme of a wet dock was favored by Capt. W. F. Tyler, the former Coast Inspector, in his comments, which were invited on the report and had received preliminary consideration by the reporting engineers.

(3)—Assuming the regulation of the lower Yangtsze, the continued use of the open Whangpoo as a deep harbor, its depth being increased by (1) dredging, or (2) enlarged tidal or fresh water flux from the Yangtsze at Kiangyin, or (3) by narrowing of (4) by use as a locked harbor.

(4)—The construction of a combined open and locked "port de vitesse" at Fenghsien on the Hangchow Bay, with ship canal to the Whangpoo.

This scheme was conceived and submitted with a memorandum and plans during the consultations in August, 1917, by Mr. P. G. Hornell, one of the two engineers consulted. As the preliminary report only assumed and dealt with maximum requirements—for draft of 40 feet with possibilities of improvement to 45 feet which are not available in the Bay—it was not published.

(5)—The formation of an open harbor at Yangtsze Cape and with or without a canal to the Whangpoo.

One such scheme at Yangtsze Cape has been prepared subsequent to the publication of the above report by Mr. S. J. Powell. Several varieties of this possibility had previously been—in August, 1917—taken into account by the consulting engineers reporting to the Board, but as it did not satisfy the maximum requirements assumed in the preliminary report it was not published with the same.

(6)—The formation of a dock harbor by excavation immediately east of Shanghai, with ship canal connection to Hangchow Bay.

(7)—Assuming the training of the Yangtsze and the Whangpoo, the formation of dock basins along the Whangpoo, including among other possible locations the tidal basins on the left shore below the Point.

(8)—Assuming the training of the lower Yangtsze, the making of a new outlet of the Whangpoo eastward above Gough Island, converting the present mouth of the Whangpoo into a dock harbor.

This new outlet was once proposed by Mr. J. de Rijke as one of the best solutions for the Whangpoo River improvement in 1898, as his scheme "A."

(9)—The diversion of the Whangpoo to Hangchow Bay, leaving the lower part of the present river as a harbor basin.

(10)—Assuming the training of the South Channel, an enclosed harbor on the right bank of the Yangtsze below the mouth of the Whangpoo.

(11)—An improvement of the present arrangement without radical alteration.

The program includes the making of all necessary surveys of the Estuary and of the different sites for a "port de vitesse" at Hangchow Bay, indicated by Mr. Hornell in his memorandum of August 31, 1917, etc., and the making of alternative plans and estimates for any reasonable practicable scheme, varied according to different assumptions as to requirements.

All these and sundry other schemes are briefly suggested in the report or have been formulated by the Conservancy's engineers and their technical and economical features will be gone into in the course of the investigation. It cannot be too strongly remarked that there is no prejudice in favor of any particular scheme and that while all possible major schemes were formulated as early as 1917, suggestions of any kind will be welcomed.

One of the main difficulties in deciding on such a large and far-reaching scheme, either one way or the other, is and will always be the correct estimate of the future requirements—as to draft of ships, magnitude of trade and shipping, the general transportation development in China as bearing on the port, etc. It is hoped that also on these points data will be gathered.

The whole idea of the harbor investigation is to benefit China in general and Shanghai in particular and not to serve any particular private interest. The results of the investigation will be put before an international committee of engineers, composed as aforementioned, with all data and plans for the different projects presented in an easily digestible form, for a final decision of the technical issues.

# TOURIST BUREAU HERE URGED BY HONOLULAN

## China Must Be Ready For Visitors, Says Secretary Of Pan-Pacific Union

Hoping to interest local civic organisations and Chambers of Commerce in the establishment of a tourist bureau and to obtain information of Shanghai and China for the Pan-Pacific Union Mrs. L. Fullard Leo, secretary of the Union, is a visitor here, coming from a tour of Australia, New Zealand, South Sea Islands, Straits Settlements, Java and Hongkong.

As a result of Mrs. Leo's visit the China Advancement Society, organised in 1914 for the purpose of advertising China as a tourist country, will be revived. The Society has suspended activity since the war.

In the various countries Mrs. Leo has visited she received the support of Governments and civic leaders.

Honolulu is to be made the center of the Pan-Pacific Tourist Bureau and officers will be maintained there where information of all countries may be obtained. It is planned to have desk room for representatives of the various countries interested. Business and economic inquiries will be answered while special attention will be given to tourists.

In 1920 a Pan-Pacific exposition will be held at Honolulu Arts and crafts of Pacific countries will be exhibited and there will be an ambitious sport program. According to Mrs. Leo, Australia will send a cricket team and a baseball team from California will play a series against the All-Chinese team of Honolulu.

"The need for a tourist bureau in Shanghai is evident," said Mrs. Leo. "No attention is paid to visitors and the important business of catering to the wants of tourists is sadly neglected here."

She pointed out how tourists trade was capitalised in Honolulu and the success that followed the efforts of civic and business organisations there in attracting visitors and entertaining them.

The Pan-Pacific Union, which Mrs. Leo represents, is governed by a board of trustees representing every nation in the Pacific. The Pan-Pacific Association, a branch of the Union, aims to bring into closer relationship the different peoples and races of the Pacific, that there may be brought about a better understanding among and of Pacific peoples—their ethics of social and business life—and to join in co-operative effort to unify the work of disseminating throughout the world a better knowledge of Pacific lands, their peoples and aspirations.

## QUEST SOCIETY MEETING

"Some Glimpses of Jewish Mysticism" will be the topic of tomorrow's Quest Society lecture, to be delivered at the Carlton Cafe by Mr. H. D. Abraham. Visitors are invited and the meeting will begin at 5:30 p.m.

# Carlton Cafe

# FOOTLIGHT SUPPER DANCE

**Tuesday, April 1st, at 9 p.m.**

## The Carlton Cafe

announces a

## SUPPER and DANCE in honor of the BANVARD COMPANY

The Banvard players will be present as guests of the Carlton Cafe.

## MUSIC-GOOD FOOD-ENTERTAINMENT

**Admission, including supper, $3.00**

# PRIME FAVORITES TODAY!

That's the concensus of opinion today all over the Far East. BEEMAN'S PEPSIN CHEWING GUM, (with the Spearmint flavor), is a new product of the famous American Chicle Company, and has proved a great success.

ADAM'S TUTTI-FRUTTI CALIFORNIA FRUIT CHEWING GUM, with that wonderful "juicy" taste, makes it become a delightful habit. To those suffering from indigestion it will prove a boon. Chew a stick after every meal and enjoy health. Insist on getting the genuine gum made by the American Chicle Company. Each wrapper bears the name of the company.

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38 Canton Road — **ARKELL & DOUGLAS, INC.** — Phone, Central 2002

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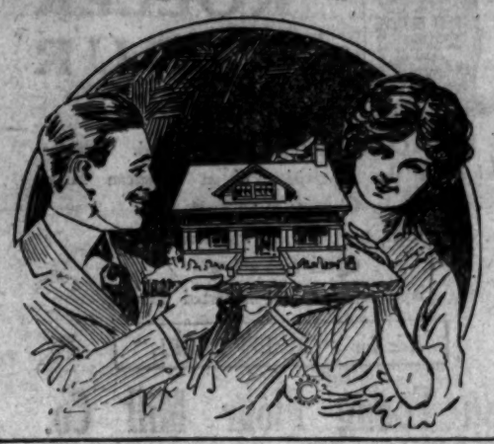

## HOW TO FURNISH THE NEW HOUSE

Many people are moving into new quarters at this season of the year and we give on this page a few helpful hints in the furnishings of the home.

THIS WEEK WE HELP YOU TO SOLVE THE FURNISHING QUESTION

### White Marcella Quilts

Delightfully cool-looking in the summer. Smart designs.

64 by 82 ins. - - $7.50 | 84 by 100 ins. $7.50 & 11.50
72 ,, 86 ,, $9.50 & 11.50 | 90 ,, 110 ,, - - $16.50

### Dainty Printed Cotton Bed Spreads

Reliable Whit ematerials with co'ored centres; in colors: Mauve, Red, Yellow, Blue, or Pink, Floral design and Green Leaves, also in floral design-one coloring, Pink or Green
Size 84 x 104 inches

**Prices $7.50, 8.50 and 9.50 each**

| | | | |
|---|---|---|---|
| No. H.A. 2. | 54 ins | $1.00 | yard |
| ,, D. 8. | 54 ,, | 1.35 | ,, |
| ,, CR 15 | 54 ,, | 1.75 | ,, |
| ,, G.T.X. | 54 ,, | 2.00 | ,, |
| ,, H 126. | 72 ,, | 1.25 | ,, |
| ,, H 6 L. | 72 ,, | 1.25 | ,, |
| ,, D. 8. | 72 ,, | 1.75 | ,, |

### SHEETING

All reliable qualities in British goods.

| SHEETS | pair |
|---|---|
| 9 by 4½ | $6.25, 8.50, 10.75, 12.75 |
| 9 by 6 | 9.25, 7.75, 10.75, 11.50 |
| 9b y 7½ | $ 5.25 |

| | | | |
|---|---|---|---|
| No. CR 10. | 72 ins | $1.50 | yard |
| ,, CR 15. | 72 ,, | 1.85 | ,, |
| ,, CR 15. | 90 ,, | 2.50 | ,, |
| Twill. | 90 ,, | 2.50 | ,, |

PURE LINEN SHEETS

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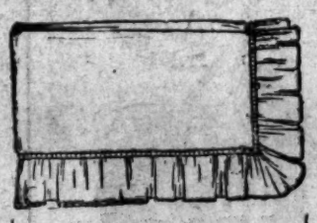
| 9 by 6 feet | $25.00 pair |
| 9 by 7½ feet | 30.00 ,, |

### PILLOW CASES

Serviceable cotton cloths—well-made and finished.

**Hemstitched Cotton**

| | | |
|---|---|---|
| 17 x 25 | $0.85 | each |
| 20 x 30 | 1.00 | ,, |
| 19 x 29 | 1.50 | ,, |
| H. S. Embroidered | | |
| 19 x 30 | 1.75 | ,, |
| 20 x 30 | 1.75 | ,, |
| 20 x 30 | 2.00 | ,, |



### FRILLED

| | |
|---|---|
| Plain Frill 16 by 26 | $0.50 |
| Housewife Frill 19 by 20 | 1.00 |
| Frilled Embroidered 17 by 26 | 0.75 |
| Plain Cases 20 by 30 | 0.85 |

### Curtain Nets

Hundreds of designs to choose. Space does not permit us to illustrate the daintiness of these goods

**BRISE BRISE NET, Ecru.**

| ins. | Price | |
|---|---|---|
| 23.... | 45 cts. | yard |
| 28.... | 55 ,, | ,, |
| 28.... | 55 ,, | ,, |
| 28.... | 70 ,, | ,, |

BRISE BRISE MADRAS, Ecru.
25 inches ..... Price 90 cts. yard

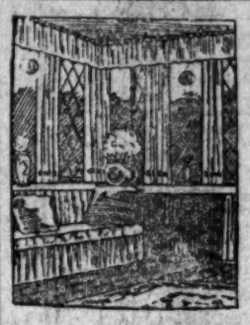
SINGLE WIDTH CTRTAIN NETS.
24 and 28 inches
Prices: 80 and 60 cts. per yard

WHITE SPOT HARNESS MUSLIN. 1 inch spot. 48 inches 75 cts. yard 36 inches 55 cts. yard

WHITE SPOT HARNESS MUSLIN, with frill ½ or 1 inch size spot. 50 ins. wide. $1.00 yd.

CREAM MADRAS MUSLIN. Pretty floral design, colored floral border, Green, Pink or Blue, scalloped edge. 50 ins. Price $1.35 yard

### CRETONNES for Home Decoration



It is an impossibility to desc ibe in words the artistic colorings and designs of the huge stock we carry in this section. Patterns can be had on mentioning any of the prices below.

Quality A B C D E F G H I J
Width 28 30 30 30 30 30 30 50 50 50 inches
Prices: 55 90 95 cts. $1.00 1.25 1.35 1.45 1.75 2.50 2.75 yard

SHADOW CRETONNES. These are the newest ideas in home furnishing, dainty designs.
30 ins. $2.00 yard 50 in-. $3.50 yard 50 ins. $4.50 yard

CASEMENT CLOTHS. These are in stock today but new shades are constantly arriving.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Cream, Saxe, Sky, V. Rose, Green, Brown, Gold. 3 | ins. | 60 cts. | yard | White, 50 inches .. | Price | $0.75 | yard |
| Green & Sky. 46 ins. | Pr ce | $1.00 | yard | V. Rose and Brown 50 ins. | | 1.00 | ,, |
| Green, 50 inches .. | ,, | 1.20 | yard | Helio, 50 inches .. | Price | 1.25 | ,, |
| | | | | Cream, 30 inches .. | ,, | 0.50 | ,, |
| | | | | Cream, Brown, Green, 39 ins. | | $1.50 | yard |
| | | | | Cream. 30 ins. | Price | 0.67 | ,, |
| | | | | V. Roes. 48 ,, | ,, | 1.01 | ,, |
| | | | | Old Gold. 48 ,, | ,, | 1.25 | ,, |

### MOSQUITO NETS

The solde popular qualities in reliable English nets. They wash well, and give every satisfaction in wear.

| SQUARE TOPS | | ROUND TOPS | |
|---|---|---|---|
| Calico Tops well laped, 9 inches Calico bottom for strength. | Prices: | Stout Calico round bottom. Bamboo top frame. All well-made and finished. Sewn by expert tailors. | |
| Sizes: | | Sizes: | Prices: |
| 4 by 2 feet | $8.75 | 6½ by 3½ feet | $19.50 |
| 4½ by 2½ feet | 9.00 | 6½ by 4½ feet | 21.75 |
| 6½ by 2½ feet | 9.50 | 6½ by 5 feet | 23.75 |
| 6½ by 3 feet | 13.50 | 6½ by 5½ feet | 23.75 |
| 6½ by 3½ feet | 16.50 | | |
| 6½ by 4 feet | 18.00 | | |
| 6½ by 4½ feet | 19.50 | | |
| 6½ by 5 feet | 20.00 | | |
| 6½ by 5½ feet | 21.00 | | |

**Strong Calico for Mosquito Curtain Tops**
No. 912 .... 45 cts. yard No. 65 .... 50 cts. yard

**Mosquito Netting,** by the yd. 108" wide. $1.75 yd.
Other widths are expected shortly.

### LACE CURTAINS for SUMMER 1919

We again offer a choice coll ection of designs. All exclusively sold by us and outport clients will find these are most convincing values. The net is strong in wash and wear, and we offer them as reliable goods. The designs are *similar not exact* to the illustrations.

*3 yards long.*

| | | | |
|---|---|---|---|
| No. 88554. Neat everyday designs for household curtains. Ecru only. | $2.75 | pair |
| No. 5393. Strong lacey net curtains, in Ecru only. . . . . Price: | 2.75 | ,, |
| No. 2978A. Good washing net bold attractive design. In Ecru. Price: | 4.00 | ,, |
| No. 5541. A popular number and an original design. Ecru only. Price: | 4.75 | ,, |

*3½ yards long.*

| | | | |
|---|---|---|---|
| No. 468. Smart well covered design. In White and Ecru. . . . Price: | $5.00 | pair |
| No. 3026. Pretty and bold design curtain in a medium shade of Ecru. . . . . Price: | 4.50 | ,, |
| No. 2978. Special value at this price. In White and Ecru. . . Price: | $5.75 | pair |
| No. 4573. Exceedingly fine value curtains In White only. . . Price: | 6.50 | ,, |
| No. 679. Handsome lace curtain in original designs. In White. Price: | 8.50 | ,, |

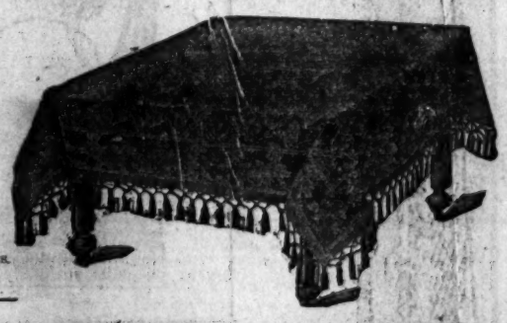
*4 yards long.*

| | | | |
|---|---|---|---|
| No. 468. Excellent value in a cheap long curtain. White or Ecru. Price: | $5.50 | pair |
| No. 4296. Rich looking lace curtains. In Ecru only. . . . Now sold at: | 6.00 | ,, |
| No. 387. Dainty Ecru or White Curtains. Neat and attractive design. . . . . Now: | 6.50 | ,, |
| No. 3090. Pretty lacey patterns in curtains. Either Ecru or White. New: | 7.50 | ,, |
| No. 3007. New White curtains. A very fine net and bold design. . Price: | 8.50 | ,, |
| No. 2488. Our best quality curtain, very fine grade White or Ecru. . . . . Price: | 9.50 | ,, |

### FRINGED TABLE COVERS

| Red designs. | each | Yellow and Red. | each |
|---|---|---|---|
| 60 by 70 | $9.50 | 60 by 74 | 10.50 |
| 60 by 74 | 10.50 | 54 by 98 | 13.50 |
| Green. | | 56 by 96 | 12.50 |
| 60 by 90 | $10.00 | 56 by 62 | $8.50 |

ROYAL ART COVERS. A special value this. Mixed art colorings.
54 by 56 $15.00 53 by 90 $19.50 58 by 97 $22.50



### Fringed White Cotton Turkish Towels

WL 1. 15 by 34 ins. *$3.50* dozen.
WL 2. 18 by 36 ins. *$4.50* dozen.
WL 3. 18 by 44 ins. *$5.75* dozen.
WL 4. 22 by 23 ins. *$8.50* dozen.
WL 5. 24 by 50 ins. *$10.50* doz.
WL 6. 27 by 50 ins. *$11.50* doz.
WL 7. 26 by 52 ins. *$12.50* doz.

| | | | | |
|---|---|---|---|---|
| WL 8. | 28 x 52 | Price | *$14.50* | doz. |
| ,, 9. | 22 x 53 | ,, | *16.50* | ,, |
| ,, 10. | 27 x 56 | ,, | *21.50* | ,, |
| ,, 11. | 30 x 60 | ,, | *26.00* | ,, |

***Turkish Bath Sheets,*** Plain White Fringe.
No.171X. 50 x 80 *$4.00,* 42 x 74 ins. *$2.75* each
With Blue Border Fringe.
A 390. 40 x 75 inches ..... *$2.75* each
With Blue Border
A 930 S. 40 x 60 inches..... *$2.50* each
Plain White
WL 100. 30 x 60 inches ..... *$1.50* each
WL 300. 30 x 75 ,, ..... *5.50* ,,
Heavy White—Plain Edge
No. 758 F. 48 x 80 inches..... *$8.50* each
Heavy White—with Fringe
No. 0437 F. 78 x 40 inches..... *$3.75* each

***Honey Comb Towels***

| | | |
|---|---|---|
| Fringed 23 x 37 inches ..... | *$11.50* | dozen |
| Plain 24 x 47 inches ..... | *12.00* | ,, |
| Blue Border 20 x 36 inches .... | *7.50* | ,, |
| With Red Border | | |
| WL A. Fringe 18 x 34 inches... | *$2.75* | dozen |
| ,, B. ,, 20 x 42 ,, .... | *3.75* | ,, |
| ,, C. ,, 20 x 36 ,, .... | *4.00* | ,, |
| ,, D. ,, 22 x 42 ,, .... | *5.50* | ,, |
| ,, D. ,, 21 x 44 ,, .... | *5.50* | ,, |

***Huckaback Towels***

| | | | |
|---|---|---|---|
| No. A. 25 x 37 .. | *$8.50* | No. C. 18 x 40 .. | *$6.50* |
| ,, B. 23 x 38 .. | *8.50* | ,, D. 18 x 30 .. | *4.75* |

(With Red Border and Fringe)
E. 19 x 38 *$6.50* doz. | F. 24 x 39 *$6.00* doz.

### Damask Linen

Table cloths, in two designs, as sketch and almost similar

| TABLE CLOTHS | | TABLE CLOTHS | |
|---|---|---|---|
| 70 by 69 | $6 50 each | 70 by 67 | $8.00 each |
| 70 by 87 | 9 50 ,, | 70 by 67 | 8.50 ,, |
| Napkins 14.50 doz. | | 70 by 87 | 11.50 ,, |
| 70 by 105 | 12.50 each | 70 by 135 | 13.50 ,, |
| 85 by 86 | 11.50 ,, | 85 by 86 | 13 50 ,, |
| (No Napkins). | | 85 by 86 | 19.50 ,, |
| 85 by 104 | $18.50 each | 85 by 104 | 16.50 ,, |
| 85 by 140 | 17.50 ,, | 85 by 104 | 20.00 ,, |
| 85 by 170 | 20.50 ,, | 85 by 170 | 25.00 ,, |
| Napkins to match Price $14.50 doz. | | (No Napkins). | |
| TABLE CLOTHS | | TABLE CLOTHS | |
| 70 by 69 | $9.50 each | No. 508 P. | |
| 70 by 87 | 13.50 ,, | 72 by 90 | $14.50 each |
| 70 by 103 | 14.50 ,, | 72 by 108 | 15.00 ,, |
| 85 by 86 | 16.50 ,, | No. 504 P. | |
| 85 by 85 | 22 50 ,, | 72 by 72 | $9.50 each |
| 85 by 104 | 20.00 ,, | 72 by 90 | 16.50 ,, |
| 85 by 104 | 25.00 ,, | 85 by 104 | 21.00 ,, |
| 85 by 140 | 24.50 ,, | 72 by 108 | 15.00 ,, |
| 85 by 170 | 28.50 ,, | No. 465 P. | |
| (No Napkins). | | 85 by 140 | 27.50 each |

| | | | |
|---|---|---|---|
| Union Damask, 70 inches wide. | Price | $2.50 | yard |
| Linen Damask, 72 ,, ,, | ,, | 5.00 | ,, |
| Spot Sideboard Cloth, 20 inches | ,, | 1.75 | ,, |

NEXT WEEK. —— COOKING KIT FOR THE KITCHEN

# WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

***TERMS: CASH at time of purchase or on delivery of goods***

# A Britisher Looks Over New York And Makes Some Observations

*C. W. D. is an Englishman who came to the United States as a member of Lord Reading's personal staff, and subsequently was set to work with a desk at J. P. Morgan's. Below are extracts from a personal letter home. It was printed in a "special America number" of Impressions, a London periodical edited by G. E. Whitehouse.*

Since the beginning of December I have been in New York attached to Sir Hardman Lever, K. C. B., Financial Secretary to the (British) Treasury in U. S. A. At Washington, while Lord Reading was there in October, we worked all hours of the night; from the time of Lord Reading's return to England until I came to New York I worked about one hour a day on the average; and since I have been at New York I have worked like a nigger, or, rather, like h—ll, (because niggers don't love work,) and it gets worse every day. When Lord Reading returned here as Ambassador Extraordinary and Special High Commissioner, (&c., and all that sort of thing,) I hoped to get back to Washington on his staff; I wouldn't have minded if it was only to clean his boots; but that hope didn't materialise, and I expect to remain in New York until 1950 or thereabout.

There are a lot of thundering good jokes over here, such as skyscrapers, (which are beyond belief,) barbers, and boot cleaning. The latter is a complex operation taking about fifteen minutes. No one over here would clean his own boots unless he were a low swine. Niggers are too dignified, even, to do such a thing. Also, you don't put your boots outside a hotel or boarding-house bedroom door unless you are desirous of having them thrown into the dust-bin, (which is usually an incinerator.) No, Siree, boot cleaning is an art, performed only by professionals. It goes somewhat as follows, (while writing this I have had my boots cleaned; that is how they do things over here, especially in institutions like J. P. Morgan and Co., where we have our office,) namely:

1.—The dust is brushed off with one brush.
2.—The strong smelling oil is applied with another brush, (circular.)
Then there is an interval while the above processes are being applied to the second boot.
3.—The first boot is dried by fanning it with a third brush.
4.—The oil is rubbed off with a sponge.
5.—A liquid (light or dark as required) is applied (I am speaking of brown boots, which are all the rage) with a fourth brush.
6.—Boot is polished with a cloth.
7.—Polish from a tin is applied by hand.
8.—Boot is brushed till polished.
9.—Boot is again polished with a cloth.
10.—Processes 3 to 9 inclusive are performed on the other boot.
11.—The artist packs away his tools and picks up his box, (I had almost said palette,) surveying his handiwork with pride.
12.—Artist graciously accepts 10 cents, (5 pence.)
13.—Ditto beats it. (Departs; goes; leaves; vamooses.)

Such is boot cleaning. But shaving is considerably more so. And hair cutting! . . . (note of exclamation.) Shaving only takes a quarter of an hour if you ask for a special quick English once over; but hair cutting, at top gear, cannot be "gotten" through under half an hour. Everybody (except low foreigners like myself) has his neck shaved to the shoulder as ancillary to the hair-cutting process. I defeat them by keeping my collar on. American hustle, not to be defeated, (though it is heavily engaged, believe me, by these interminable rites,) causes its devotees to have one hand manicured by one charming damsel on one side and the other hand dittoed by another ditto ditto on the other side, while a nigger or half-cast gives the patient's boots a shine. Thus numerous birds are killed with but a single stone.

The slang over here is brilliant. I still talk English myself, simply because I haven't got the brains to acquire the American tongue. Mon Dieu! (as the Gentle B. would not say) but this is a nation of fertile wit! They not only have several slang expressions for everything under the sun, but daily invent a thousand new ones. If a gentleman says: "See that thoid (third) basement dancing with the shavetail over there," he would mean to direct your attention to the stoutness of the dancing partner of the young and experienced Second Lieutenant (loot) indicated. . . . But instead of saying dancing, he would probably say "throwing the boot."

I forgot to tell you above that if you escape the manicures and the boot artists your shave costs you 15 cents, plus 10 cents tip for the shavier (? shavist shavester) and 5 cents tip for the altruist who helps you on with your coat—total, 1s 3d. Hair cutting, 40 cents plus 10 cents plus 5 cents—total, (approximately,) 2s 3½d. So, if you have both, you couldn't buy a battleship with the change out of a dollar.

Of course I'm homesick a bit. The thought of London seems kinder heavenly, although this is a land flowing with milk and honey. And then, how can a guy sleep without air raids? The nearest approach to the gentle strains of the guns that I have heard over here have been (1) a series of explosions when a barge of explosives blew up in the river the other day, causing sympathetic blowups of some half-dozen ammonia tanks; (2) the firing of machine-guns among the skyscrapers—which is how they sell Liberty bonds over here. You never saw such a splendid orgy of written, spoken, shouted, sung advertising as accompanies these loan drives.

And the dern building I could use up all the superlatives in the dictionary without giving you an idea of 'em. Arnold Bennett to the contrary notwithstanding, the Woolworth Building, which is stupendous, is also pleasing to the eye. And my aesthetic sense can't rail at the ugly ones, because it is squashed by wonder. Pictures and figures give you simply no idea of the immensity of these skyscrapers. Every time I see them I am astonished again. Every point of view seems more impressive than the last. Perhaps the best way to get an idea of their size is to go, say, to the twentieth floor of a building near the Woolworth, look down at the twelve-story buildings far below, the elevated railways far below these, and the people, (like ants,) and trolley cars, (like match-boxes,) still lower, and then look up to the top of the Woolworth away in the clouds.

It is rather a jest to contrast the work I am now doing with the work I was originally engaged to do. I was told my job would consist of hiking around with Lord R. to conferences and taking a verbatim note thereof. At this present moment I am keeping records of exchange rates, sterling balances in London, rupee credits in United States, purchases of sterling exchange in New York, exports, imports, Treasury bill operations in this country, dollar expenditure, (plotting out charts of chartable figures,) and preparing all sorts of statements of loans to Allies. I am getting bald and haggard. Besides Sir H. there is only one other gink in the office, and as he got here first he kindly permits me to do all the work; and besides the trifles about mentioned we control the entire war purchases of Great Britain in the United States, (from the money end of it,) and the detail work is absolutely crushing. This is the first time I have been able to write a letter in the office for months, and I can only do so now because my boss is at Washington for a few days and we have cleaned up the work to date. Yes, Siree! I did not know what "woik" was until I came here.

# REFORMERS PLANNING A VAST NEW LONDON

## Extension Of Municipal Limits Would Make City Of 700 Square Miles

London, February 4.—A great plan for a new London will form the main plank in the Municipal Reformers' platform for the general election of County Councillors in March.

Under this plan London will become a city of 700 square miles. Roads costing millions of dollars will be built, and 300,000 houses are needed this year.

It is clear that the county of London cannot bear the whole of the burdens which fall upon the county by reason of its central position in the metropolitan area, which is the real post-war London, and which is seven times as big as the county of London and contains about double the population.

Two great problems have completely altered the whole aspect of London government. One is the provision of adequate roads to carry the traffic of a metropolitan character, and the other is the provision in the outlying suburbs of houses for the accommodation of people who are now living in the County of London but will need houses outside the county as soon as transit conditions become normal.

One of the first road works to be undertaken during 1919 is the construction of the new Great Western road, fifteen miles in length, from Paddington, through Acton, Greenford and Northolt to the Oxford road.

This is estimated to cost $5,000,000 at least, and if spur roads are constructed linking up other main roads another $5,000,000 will be necessary.

Work on the Great Western road is to be begun almost immediately, that is to say, as soon as the contracts can be given out and labor is available. Thousands of men will be employed in its construction.

Another new road which is likely to be started in the future will run from Kew Bridge via Hendon, North Finchley, Palmers Green, Upper Edmonton, Whipps Cross and East Ham to the ferry at North Woolwich. The Road Board has approved this plan.

The Middlesex County Council proposes to reconstruct or widen twenty-two bridges in the county at an estimated cost of $750,000. New or reconstructed bridges to support the heavy motor traffic will be provided all over the country at a cost of $35,000,000.

Although an enormous amount of road construction, reconstruction and strengthening will be begun this year the work is likely to take several years.

Great schemes for road reconstruction have been prepared by the highways authorities, and others are in preparation. Many of these will be in hand by spring.

With the construction of roads will come the building of houses. More brickyards are to be opened.

And all London needs two new coats of paint.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Cook's "Far Eastern Traveller's Gazette," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.
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ROLLER FLOUR
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The Highest Grade Flour milled in Shanghai. Manufactured under the supervision of an American Miller.
Cheaper
than any kind of imported flour
Quality
equal to the best imported flour
Ask for "GREEN LABEL"
Fou Foong Flour Mill Co.
HEAD OFFICE
57 Peking Road: Phone, Central 154
We are doing both wholesale and retail business, and will send goods to destination ordered.
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Ting Sheng Rice Shop, Broadway.
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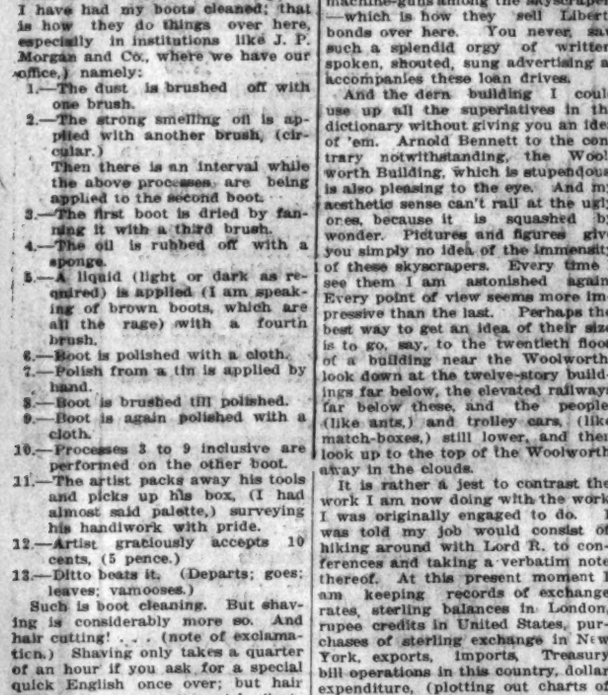

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Oregon's Very Best
Loganberries
Are Grown, Gathered and Crushed Especially for
O.V.B.
Loganberry Juice—the Temperance Beverage Supreme! It Is Full Strength Juice—If You Like It Diluted One Bottle Will Go as Far as Three of the Average Kind!
"O. V. B." is not "acid like" in taste—neither is it over sweet—it is a deliciously refreshing and a most healthful beverage—
—Take it on your motor tours—take it yachting, camping or hiking.
—Serve it at home for luncheon, dinner or dance.
Featherston Products Co.
PORTLAND, OREGON
Distributed by
Gande, Price & Co
48 Kiangse Road

# New York Is Getting All Ready For Airplane Real Estate Boom

## They Expect To Do Their Commuting Above The Clouds Instead Of In The Tubes

**Aeroplane-Hydroplane Super Apartments**

Fanned by the soft Breezes of Sound.

200 foot bay for aeroplanes.

500 foot landing for hydroplanes.

Private stalls for individual planes.

Three minutes, as the birdman flies, to Wall Street, theaters, hotels, clubs, restaurants.

Direct aerial service to Washington, Denver, San Francisco.

Every possible requirement of large families provided for.

Golf, tennis, bathing, fresh and salt water angling.

18c fare to Manhattan. No delays. Sure and rapid transit.

Aero Grove, Long Island.

New York, February 16.—Advertisements like the foregoing have not appeared in any newspaper as yet but they will greet the eye of the reader some day if the commercial possibilities of air transportation have not been overestimated. Of course this prediction may be branded as the dream of a visionary, but the same criticism was once made of Jules Verne's book "Twenty Thousand Leagues Under the Sea." Yet the cruel accomplishments of the under-sea boats in the war just ended made Verne's remarkable piece of prophetic fiction look like the product of a cramped imagination.

With the marvelous history of aerial navigation staring them in the face, few people are rash enough today to place any limit on the potentiality of the airplane or the dirigible. Fewer still would dare to scout the assertion that air transportation is certain to revolutionise traffic.

Promoters are taking the airship seriously, and a few, far sighted real estate men are beginning to consider the possible effect that its space dwarfing powers will have on realty values in the country and the city. They are asking themselves what will happen when the commuter is able to travel between his office in downtown Manhattan and his home in the suburbs via the aeroplane, and the dirigible is used to distribute the products of the factory and the farm, the mill and the mine.

Joseph P. Day, who has sold upward of $500,000,000 worth of property throughout the great city of New York and who has subdivided and sold vast tracts of land in the outlying sections, says the people may look with all seriousness to the future development of navigation of the air as a means of transportation.

**Says Subject Is a Vital One**

"The commercial use of the aeroplane in connection with real estate development may appear to be a premature subject," says Mr. Day, "but it is one that should receive serious consideration, for real estate derives its value chiefly from transportation facilities.

"A concrete example of what transportation adds to the value of real estate may be found in the development of Washington Heights and in The Bronx. With New York's housing situation in rather an acute state at the present time, and in face of the continued growth of the city, we are bound to look forward to the outlying districts for future development.

"The development of the outlying districts is, of course, in this day of the automobile, no great problem, but the commercial use of the automobile, as an economic means of transit, is not within the reach of the average wage earner.

"This is a phase which helps to encourage the aeroplane as a means of transportation. We have seen the various developments of transportation facilities, each step making for greater speed in the movements of increasing numbers of people. The stage coach became too slow and the steam road followed; then came the trolley, later the third rail electric, and now we have the electric engine and automobile, with the aeroplane beginning to command our serious attention.

"The question of government plays an all important part in the development of real estate. With the burden of bonded indebtedness and increasing operating expenses, the only relief one may obtain is to go to the outlying districts, via aeroplane, if you will, where land is still reasonably low and the tax rate is not so high. This condition, coupled with superior transportation service at a reasonable rate per mile and efficient freight service, would make the outlying district especially attractive.

"New York is growing by leaps and bounds as a commercial center. It is the gateway of America and there is great necessity of development of outlying districts. It is logical to assume that the subject of aeronautics will be given favorable consideration with the view of helping to solve the great problem of transportation.

**Could Fly Home in Ten Minutes**

"The average banker or business man could fly from his home to his office in a period of ten or fifteen minutes as the case may be. It will be a question only of how far he wants to go from town to escape the din and congestion.

"Some of the objections to aeroplane transportation might appear in night travel, landing places, unfavorable weather conditions, fog, rain, snow, etc., but there are a great many trained experts available to solve these problems and to figure out the economic costs of establishing the aerial suburban transit lines, their maintenance and operating expenses."

Aeronautical enthusiasts insist that a rapid transit, passenger carrying line, of ships, navigating in a sea of air, is within the bounds of possibility. Recent achievements in aviation, they contend, afford ample basis for this claim. In Paris Jules Vedrines lands on the top of a building, and he has also flown indoors. In this country a plane has been able to take off after a run of forty feet and land in a comparatively restricted area. That area may some day be narrowed down so as to permit an aviator to rise from, and alight on, the roof of a big apartment house or a commercial building.

What must be termed extraordinary flights have been made, and are being made weekly. Passengers are now carried between London and Paris in an airship in less time and less expense and inconvenience than is involved in an automobile journey. New records in air navigation in the United States are reported from day to day, and aerial transit will doubtless follow the same course as other civilized arts have followed. It will become increasingly scientific and correct and obey, as the art of sea navigation did, the laws of necessity and opportunity.

**Glimpsing The Future**

Imagination fails to picture definitely what the future has in store, but visions flash before the mind of air squadrons moving over the city, alighting at hangars near the sides of the rivers or the harbor, or at public aerodromes which may be built upon the sites of old buildings, to rise from these points again to go to other points. At the pace aeronautics are traveling one may expect that at no distant day individual planes will be parked on the roofs of buildings and the business man will leave in his air machine for the country home on Staten Island, on Long Island, or in Jersey, or Westchester county, with the same confidence as that with which he now begins a trip in an automobile or a subway train.

It is the fashion not to be afraid of aeroplanes. A Thanksgiving dinner was served on board a high powered aeroplane 2,800 feet above Elizabeth, N. J., and there is no record but that the ride in the clouds was serene and that each one of the nine passengers had a good appetite. Pilot Robert F. Shanle, aero mail carrier between New York and Washington, carries his luncheon with him and enjoys it at noon, daily, thanks to a patented knee control.

At this stage of aviation flying and eating may not go together, but flying may become a necessity of business. Science, pleasure and government will be served by the ubiquitous aeroplane. The country residence, as well as the remotest wilderness, will be accessible. Lawyers with their brief cases will fly from court to court. Surgeons will be able to transport their patients to hospitals within the few moments that mean life or death. A woman may conduct her shopping on a magnificent scale, or pay a round of social visits in Baltimore, Washington and Philadelphia and get back to dinner at Larchmont.

**Every Countryside A Port**

Inflated with non-inflammable gas, great airships, flocks of swift, small aeroplanes, giant cargo machines and flying boats will soon solve the problem of rapid transportation and intercommunication over land and water, forests, swamps and deserts and make every countryside a port on the great ocean of atmosphere.

There are no grades to climb after reaching the flying level. The plane jumps mountains, rivers, lakes, channels and seas as though they were lines on the map. It needs neither road nor rail. One may have a country house set upon a mountain, in the Catskills, or in the midst of a forest, or upon an island, away from the curious automobile party and motor boat excursionists.

Ships of the dirigible type will have rigid housing and multiple compartment construction. There will be cabin accommodations under the planes, with housed-in observation deck, ample saloons and state-rooms with elevators to the roof garden. The ship de luxe will navigate between New York and Newport at a comfortable rate of speed of ninety miles an hour.

The people will "see America first" in luxurious touring ships. They will fly to their summer or winter homes anywhere along the coast. Refrigerator cars will deliver a speckled trout caught in Maine or the Adirondacks in the morning at an apartment in Park Avenue, Manhatten, in the afternoon.

**Beach Hangar At Atlantic City**

Companies are already bestirring themselves to transport passengers. One proposes to establish a line between New York, Philadelphia and Atlantic City. Work on the construction of a huge aero hangar and factory that will front the beach at Atlantic City for 225 feet near the Inlet, and run back 190 feet toward Maine Avenue and be sixty feet high, has been started under contract for the Aera Transportation Company, which was recently chartered to conduct a commercial and passenger carrying service between Atlantic City and several cities in the East. A fleet of four passenger cars will be sailed from the hangar daily, starting shortly after Easter, according to plans announced.

In the development of aerial routes between city and country there are likely to be main arteries with a number of radiating systems of local air routes connecting up with the intermediate stopping places. Local governing boards will select intermediate points best suited for the purpose of developing valuable country by the establishment of local lines or veins from main arteries. It will be worth while in many cases to establish aerial service over comparatively short distances or stretches in which traffic today does not justify the construction of highways or railways but where some form or modern communication is absolutely essential as a preliminary to the development of valuable property. Practical pilots with practical aeroplanes will be able to go over the routes and prove to local populations beyond dispute the possibility of turning aerial transportation to real and commercial account.

Aerial ferries may be established across Long Island Sound, between Manhattan and Staten Island and Manhattan and Block Island. Aerial transportation may be provided between stations like trains, starting from aerodromes on the roofs of a score of buildings in New York and connecting Huntington, Hempstead, Southampton, Roverhead, Sag Harbor and Montauk, or operating over a loop through New Jersey or Westchester county, while a main artery may be extended through Stamford, Bridgeport, New Haven, New London, Narragansett, Newport, Providence, Boston and Bar Harbor, with connections or transfers to Buzzards Bay and Provincetown, and another connection with the Berkshires and the White Mountains.

**Aerial Traffic Cops**

For the miles traveled, the percentage of fatalities in aerial navigation compares favorably with any other method of transportation. Aerial police are being arranged for, and the men interested in aeronautics are co-operating in the work of drafting suitable aerial laws to govern international and national aerial navigation.

A parachute of Japanese silk has been perfected which is capable of sustaining a man weighing 150 pounds, simple to attach and ready to work instantly. The device, besides saving the lives of aviators and passengers, will be used, it is expected, to drop mail and packages from aerial mail planes at stations where airships do not land.

The airfone has been developed for intercommunication between passengers and pilots on aircraft. It transmits clearly and loudly without particular effort on the part of the speaker, yet fails to transmit the considerably louder noise of the motor and the whistling of the wind. Equipped with flexible speaking tubes provided with mouthpiece, neck band and helmet into which two earpieces are attached, suitable communications are established between the passengers and they are able to carry on a conversation. Women travelers through the air will very likely have much to say about how Mrs. Smythington keeps her roof.

**Fastest Transportation Method**

The usual rates of speed in the air are from 80 to 120 miles an hour. This is the fastest of any transportation method, and the very fact of this great speed in transcontinental travel itself affords a great saving. It is expected, however, that greater range of speed will be acquired. It is hoped to develop speeds of from 25 to 160 miles an hour in the same machine. This will be of advantage in local aerial transit.

The greatest difficulty to be overcome in handling an air liner of 425 feet in length and 45 feet in diameter will be in landing it, but it is asserted that the problem can be solved. Passengers could be lowered in a cage, it is thought, or heavy windlasses could ease the craft into a dock. Another suggestion is that a dock floating in the air be devised so that the changes of wind would not hamper a landing. The dock would be anchored only at one end.

A vast amount of material and equipment was accumulated by the Government during the war and a great percentage of this is now available for building aerodromes, hangars and also machines. Municipal aerodromes will be built in many cities. The tops of buildings or blocks of buildings in New York will be built over for landing stations in the days to come. There will be hangers in New York Harbor for use in transcontinental or interstate service.

In considering the aeroplane, or heavier-than-air craft, or the dirigible, lighter-than-air craft, the point of view is enlarged to take in the great essential in all transportation, that of speed. When compared with other methods on a basis of cost, say the men in the aeronautic industry, it may be found that for the greatest necessities of transportation aerial transit is not only the fastest but the cheapest.

Large ships and public aerodromes will cut the cost of aerial transport down to less than $1 a mile per ton. The cost of the flight between New York and Washington is today 40 cents a mile. A taxicab fare is 30 cents a mile and the time about three minutes, but the distance that can be covered is limited.

Flying will not be entirely a rich man's sport. There will be "flivvers" aloft. The automobile may become as obsolete as the solid tire high wheel bicycle. The rapid transit subway line may be as antiquated in the next generation as the surface horse car is today. The aim will be to reach out from New York and cover vast areas of scattered population on an economically and commercially sound basis, with safety to passengers.

Aeroplanes capable of lifting from fifteen to twenty tons are already in operation. The Curtiss seaplane "NC1" equipped with three Liberty motors, recently carried fifty-one passengers in one flight. The large Handley-Page byplane, equipped with four Rolls-Royce motors, carried forty passengers on a flight and then flew from London to Africa with twelve passengers.

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March 1919

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## DEATH

BIDDLE: On the 28th March, 1919, at the Victoria Nursing Home, Charles Amos Biddle, aged 52 years. The Cremation will take place at the Bubbling Well Cemetery today, the 30th March, at 5 p.m. All friends and brethren are invited to attend. 21836

## Today's Church Services

**Holy Trinity Cathedral.**—Fourth Sunday in Lent. 8 a.m., Holy Communion (and at Bubbling Well Chapel). 9:30 a.m., Confirmation. 10:30 a.m., Mattins; Smart in F.; Anthem, "Ho! every one that thirsteth," Martin; Hymns 287, 316, 107. Preacher: The Dean. 6 p.m., Evensong; Anthem, "Give ear unto my prayer," Acadelt; Hymns 288, 467, 493. Preacher: The Dean. Five minutes before the hour of every service worshippers may sit in any unoccupied seat.

**St. Andrew's Church Broadway.**—10:30 a.m., Mattins; Preacher: Rev. W. Robbins, M.A. 2 p.m., Children's Service. 6 p.m., Evensong; Preacher: The Bishop.

**Union Church.**—Sunday, March 30. 11 a.m., Preacher: Rev. C. E. Darwent, M.A.; Subject: "Peter's question"; Chant 94; Jubilate (Standford in B flat); Hymns 673, 285, 76. 6 p.m., Preacher: Rev. C. E. Darwent, M.A.; Subject: "Practice without regard to the inner life"; Chant 109; Hymns 440, 524, 310, 692.

**St. John's Pro-Cathedral, Jessfield.**—Evening Prayer in English at six o'clock. Preacher: The Right Rev. F. R. Graves, D.D.

**Shanghai Free Christian Church.**—(Corner of Range and Chapoo Roads). Today's services in the above will be conducted as follows: Morning 11 a.m., by Rev. A. E. Claxton. Evening 6 p.m., by Mr. George Howell.

**Christian Science Society of Shanghai.**—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Reality." Sunday School 10 a.m. Wednesday Evening Meeting 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

**Martyrs' Memorial Hall.**—Professor C. H. Robertson will address the Sunday Service League on "Some Philosphies of Life." The meeting begins at 5 p.m. There will be special music.

Mr. Henry T. Silcock, B.A., who is vice-president of the West China University at Chengtu, and a member of the Friends' Foreign Missionary Society, will address the American Song Service at the Palace Hotel this afternoon, at 5 o'clock. Mr. W. J. Haynes will sing.

## Roosevelt Now

By William Hard

THE words and ways of the time are gone for him. He spoke them and he trod them. But what was timeless in him was what we loved in him.

He was life's lover and life's scorner. He explored it forever and was forever ready to leave it. He was not simply life's energy. He was not simply, beyond any other living man, life's eternal forthright force. He was the irrelevant curiosity of it and the vagrant wandering of it and the finding of great magics in it and the perpetual amazement of it and its laughter. He was everything in it, but its tears. Tears he put aside. Was death tearful? Was pain tearful? He sought it and dared it to its instant worst. When he boxed, he boxed close in and bled. When he hunted, he hunted with hardship. The defying of death, the enduring of pain, the living with bad eyes and with bad ears and the yet hearing well and the yet seeing well, or as well as possible—it was joy. He did not make life an end. Life for him was nothing but openings beyond, openings to effort and chance and to the joy of effort and chance, joy everlasting.

So to be with him was not simply to live more strivingly. It was to live more abundantly. A primrose by the river's brim became a prodigious episode in the migration of flowers. A shy child coming into the room became a romp and a riot. A dusty book chanced on in the garret became a gigantic pitiless controversy among scholars past and present and to be. A dead phrase became a political missile. There it lay. There it had always lain. Roosevelt stumbled on it, looked at it, roared, picked it up, hurled it at the right mark and exploded it into fame. Everything became something else. There ceased to be any such thing as the commonplace. There ceased to be any such thing as a solid jungle of plodding fact. Every turn was now, with him, a turn into radiant vistas. He made Theodore Roosevelt the most interesting thing in the world. He seemed to do so. But when one had gone away from him one found that what he had really done was to make the world itself momentarily immortally interesting. He was the prism through which the light of day took on more colors than could be seen in anybody else's company. Him I can remember, and him I can carry with me in remembrance. But with him are buried a million gleaming patterns and pageants I now shall never see.

He was instinctive energy; and he was creative curiosity; and he went on then to his greatest greatness. This insatiable taster of life never fell into the heresy which damns the taster. He knew there were poisons. He set them down from his lips. And he knew the pit in which even the innocent but indiscriminate thirst of all life and of all sensation becomes a poisonous quicksand. He leaped over it. He might have been the greatest dilettante of his day. He might have been, in mind and in body, its greatest dandy. He might have been the most promiscuous absorber of its offerings. He became the most girded pursuer of its activities. He girt himself with choices and denials. The heresy of self-expression as an end, the heresy of self-development as an end, he met and conquered. Having perceived what things make life run on in joy forever even when the joy of the runner is gone, he chose such things. Things different he left. He perceived them, but he left them. He had a genius for the whole of life, but he had an even greater genius for the wholesome. With him one seemed to roam the world without limit and yet to return without soil. To be sophisticated to the very verge of the ultimate human abyss and yet to be as clean as a clean animal—that was his most extraordinary achievement and his most extaordinary legacy in the possibilities of the art of living. He lived, and he lived abundantly, he lived exuberantly, with all his universality, within submissions. He submitted to the continuing life of the individual and of the family and of what is greater than the family. And to that greater thing he gave his supreme submission. He gave it to the greatest cause he could perceive. He gave it to America.

It compelled him in his young years from the labors of the naturalist to the labors of the public man. It furnished him with the one doctrine of his last years. Those last years were, if sadness could ever have touched him, sad. They were lonely. But they were lofty. They were his greatest. They were not his greatest intellectually or temperamentally. But, beyond compare, they were his greatest morally. In political detail he remained within the pettiness of politics, more so than ever, but in political devotion to what he thought to be essential public moral doctrine he went farther than he had ever before gone, out of the politician completely into the patriot and so into the prophet. Remonstrances came upon him floodingly. He was so full and so open about armies and navies and war with Germany. If he would only abridge, if he would only abate, he could so much better advance his party and advance himself. He replied with fury. Never by abridgment or abatement would he be President again. The tariff he might have reformed, or might have refused to reform, by circumstances. Here was a thing outside circumstances. That America should be ready to strike at need and that every American should be ready to lose himself in the stroke—on those terms, and on those terms only, was he interested in campaigns. He preached universal liability to national survival. He was preaching personal character. No submission, no character. No limitless loyalty, no manhood. No loss of self into America, no self. No life militant and at risk, no life triumphant and at joy.

Loyalties may change. Submissions may shift. Nations may give way to industries and to groupings of industries. Quarrels between governments may vanish and be replaced by quarrels between syndicates and between classes. National armies and fleets may melt into the armies and fleets of the bourgeoisie and of the proletariat. The red soldiers of Lenin may be succeeded by the green or purple soldiers of a greater and a more thorough than Lenin. Yet will the meaning of Roosevelt be there. Yet will his virtues be essential to mankind if mankind is not to be stagnant prey of every successive little wilful whirlwind of autocratic or democratic or communistic or anarchistic or eugenic adventures. Yet will the common man raise himself to self-sacrifice or perish in his personality and in his sons and daughters. Yet will the causes die which end in self-expression and self-development and the preciousness of not dying. Yet will the causes live and triumph which elicit from their followers the submission Roosevelt gave to a cause I must still dare to count not unworthy, even in this day of great causes— the cause of these new hills and these new valleys on which we try once more anew the experiment of a society to transfuse and to transcend the indubitable material struggle of class by the indubitable mystical claim of humanity—the cause of America.

So he himself still lives. He lives, I may hope, to believe that he did not give its full proper place to the struggle of class. He lives, I may hope, to see that patriotism by itself is sacrilegious because it rends the body of Christ and tears His seamless coat. I may hope. But plainly I see him striding on and beating the mist back with swinging elbows; and in the space beyond is the gravity of Washington and the fierceness of Jackson and the melancholy of Lincoln and all the riches of men in which we Americans are already so rich; and he turns his head on his shoulder; and he looks back; and I cannot hear him speak; but I can hear the thing that was his mark and the symbol of his meaning; I can hear the click of teeth with which he girded himself to all denial of things in himself that weaken and to all conquest in himself of things beyond; and I can hear him laugh. And to the gravity of Washington and the fierceness of Jackson and the melancholy of Lincoln I see added the timeless gayety of Roosevelt.

## Wilson, Europe And The Peace Conference

### An Article By Bernard Shaw

LONDON, February 4.—The divisions in the internal affairs of Europe, reflected as they are in the United States, will tax Mr. Wilson's diplomacy to the limit, and many possibly drive him to the point at which he may have to act as master of the situation rather than as negotiator and conciliator.

The coalitions which the war has produced in all the Allied countries have had to make a common profession of abhorrence of militarism and autocracy, and of an ardent desire to "make the world safe for democracy."

But all the coalitions contain elements well known to be quite as militarist, quite as monarchical, quite as hostile to domocracy as the most bigoted Hohenzollern or Hapsburg.

These elements, just because they are ultra-militarist, were necessarily dominant in a state of war, which imposes militarism and suspends popular liberties even in the most democratic states.

It goes without saying that in the monarchical countries they are strongly anti-republican, and took their part in the war to get the better of the monarchies of Germany and Austria, not to abolish them. The moment their operations had the unintended effect of making Russia a republic, they turned against Russia, and are now actually making war on her.

When they achieved the same result in the Central Empires, they began to use the blockade as a means of crushing the German republicans.

They have, of course, a hundred plausible excuses for each step they take or propose in this direction; but not one of these excuses would be made by them if the boot were on the other leg, and the effect of the war had been to upset republics and substitute monarchies for them.

When they deposed the King of Greece for being a pro-German they did not impose a republic on Greece with Mr. Venizelos as president, which would have been the simplest matter in the world.

Instead, they set the King's son on the throne. When the Kaiser fell, the only question they raised was whether his son or his grandson should succeed him.

They call all republicans, except French and American ones, Bolsheviks; and they would talk about President Wilson and President Poincare exactly as their great-grandfathers talked about Washington if they dared.

There is no concealment of all this, and it is not here alleged to the discredit of the royalists. They have a right to their opinions, for which there is a great deal to be said, as the condition of the common people in France and America no less than in Russia and Poland shows.

Democracy as it exists today has little more to say for itself than that its hopes and possibilities are infinite, whereas the possibilities of oligarchy and autocracy are limited to such an extent by their fundamental economic and psychic unsoundness that they can hardly be said to hold out any hopes at all.

But they are not fraudulent except when they pretend to be democratic; and of this particular fraud the republics are ten times more guilty than the monarchies.

Lincoln's famous formula of government of the people, by the people, for the people, was always impossible as to its second count; for the people can no more govern than they can write plays or use the infinitesimal calculus.

Even government by consent of the governed is impossible as long as people are so uneducated politically that they will not consent to be governed at all.

But government of the people for the people is possible, and is the goal of democracy. Now no political system at present existing on earth attains that goal, or is even visibly tending toward it.

Mr. Wilson goes into the Peace Conference with the knowledge that if recriminations begin as to the condition of the people, the reasonableness of the distribution of the national income, the exploitation of child labor, the prevalence of lynch law, the toleration of heterodox or anti-governmental opinion (even under Mr. Wilson's own rule), the general level of culture, the cruelty of the criminal codes and the guarantees for justice in their demonstration, the honesty of the police, and the freedom of municipal and national politics from corruption, American republicanism will come out of the comparison with constitutional monarchy so badly that it will be very difficult for him with any countenance to take the position of a moral dictator imposing superior American political institutions on the rest of the world.

Feudal barons are not so much worse than beef barons, or Hohenzollern and Hapsburg kings than railway and kerosene kings that he can offer a substitution of one for the other as a contribution to the emancipation of the human race. The most convincing democratic asset he has to show is himself; and he may feel some delicacy about harping on it.

Moreover, what has just been said about the formal win-the-war coalitions of Europe is equally true about the virtual win-the-war coalition which stands behind Mr. Wilson.

Senator Lodge is hardly more of a democrat in foreign affairs than Lord Curzon; and the latest American elections have gone Mr. Lodge's way.

President Wilson will need that rare and mystical force of character that acts "on the evidence of things unseen" in the face of a very depresing mass of contrary evidence of things very glaringly visible.

He has made an enormous impression in Europe as a great man; in America he seems to be regarded merely as the figurehead of his political party. The prophet is not without honor save in his own country.

In Europe even his opponents know he is in a class by himself, and has become the banner bearer of the reserves of conscience and honor which the popular spoutings of M. Clemenceau and Mr. Lloyd George could not rouse; but sometimes a surprised face is seen here when this is admitted, and it is always the face of an American, and quite as likely an American Democrat as an American Republican.

Thus we have the curious spectacle of an American statesman going into a European conference with a tremendous European moral backing, and a relatively feeble American one.

When he asked for an expression of American support it was deliberately denied to him. He could not ask for an expression of European support, but it has been volunteered to him by every available means.

Europe has earned the same right to say "our Wilson" as Germany earned to say "unser Shakespeare."

All Europe hails him as a godsend; half America groans under him as an affliction. It cannot be helped; no man can be great and popular at the same time before his death, except at a distance; but there are times when the neighbors of illustrious men are in danger of making themselves ridiculous by the familiarity which expresses itself in the old formula, "Woodrow Wilson a great man! Why, I knew his father!"

Rightly or wrongly, Europe is deeply impressed by Wilson, and is not impressed at all by the thousands of doubtless prodigiously able American ward bosses who know themselves to be greatly superior to him; and that fact must be accepted for the moment unless American democracy wishes to be set down as a political failure which has accidentally produced a greater individual success than it is capable of appreciating.

With all this in view, we can see the Peace Conference as it really must be. It must consist largely of anti-democrats and anti-republicans who, by choosing their phrases prudently, can profess their real views with less risk than their opponents can contradict them.

It will consist to some extent of democrats and republicans who have lost the courage of their opinions by living in a continual minority and fighting vainly against a public school system by which every generation, no matter what phase of enlightenment it may have been born into through the efforts of some gifted and lucky band of reformers, is deliberately replunged into the ideas of the reign of Henry VIII.; so that the stone of Sisyphus rolls back on the wretched reformers every thirty years, and re-establishes the ideas of a feudalism thoroughly corrupted by capitalism.

That is to say, all the members of the conference will be opportunists, though some of them will be seeking opportunities for reaction and some for progress.

And the reactionists, though not the party of the people, will be fortified by the certainty that their views can always be made to appeal strongly to popular prejudice, ignorance and arrogance, while the reformers, ostensibly the party of the people, will have more cause to dread popular persecution than to depend on popular support.

In such a miserable situation political ambition, without scruple or principle, goes far. The greed and rancor which abuse victory by grasping at plunder and vengeance with both hands open and both eyes shut goes still further, because mere ambition will comply with it as the cheapest road to success.

There is only one force that can beat both, and that force is the entirely mystic force of evolution applied through the sort of living engine we call the man of principle.

Principle is the motive power in the engine; its working qualities are integrity and energy, conviction and courage, with reason and lucidity to show them the way.

It is because Europe knows in its heart that only such a living engine can dominate the faithless, the conventional, the feeble, the greedy, the intimidated, the parliamentarily demoralised figureheads of the conference that Europe is proclaiming President Wilson as that man; not yet sure that he will hold out to the end as he has begun, but quite sure that there is no hope from the others.

If he fails, Europe will either settle down in despair to drudge along until the next war is ready to engulf it, or else throw official and democratic parliaments and conferences to the winds, and try Syndicalism, Bolshevism, Spartacus dictatorship, and even chaos and anarchy, in order that they may work out their natural remedy through what bloodshed and destruction may be necessary sooner than trust any longer to established institutions that can do nothing but prepare for holocausts, of which each as it approaches seems to be the day of doom for civilisation.

Here, then, is no little diplomatic job which any one of half a dozen American notabilities might do as well as any other, but a labor of Hercules only to be achieved by a man who is *hors concours*—a genuine Worthy, not to be enlisted at any price in the Seven Humburgs of Christendom who made this war and are already striving for the job of making another.

A mere demagogue, rallying the progressives and bullying the reactionaries, will not suffice. And political platform pugilist can rally and bully. There must be force of such a quality that it need do neither—the force in the presence of which evil losses heart and goodwill takes it.


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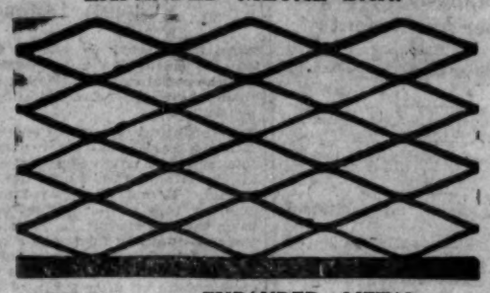

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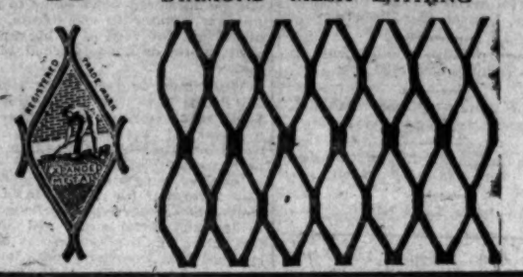

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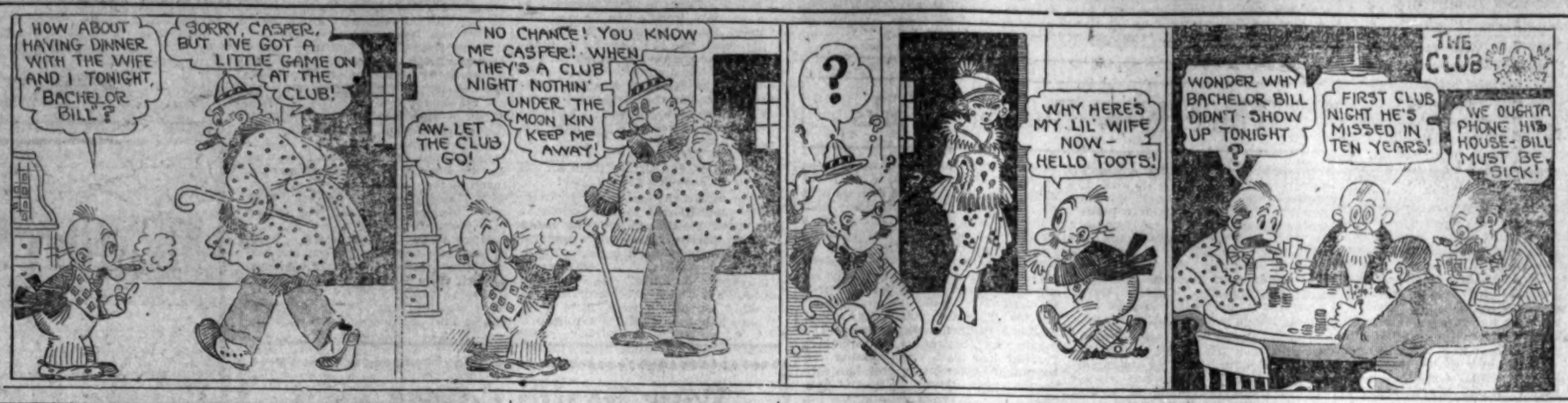
# BACHELOR BILL — He Breaks His Rule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SORRY, CASPER, BUT I'VE GOT A LITTLE GAME ON AT THE CLUB!
AW- LET THE CLUB GO!
NO CHANCE! YOU KNOW ME CASPER! WHEN THEY'S A CLUB NIGHT NOTHIN' UNDER THE MOON KIN KEEP ME AWAY!
?
WHY HERE'S MY LIL' WIFE NOW - HELLO TOOTS!
WONDER WHY BACHELOR BILL DIDN'T SHOW UP TONIGHT
?
FIRST CLUB NIGHT HE'S MISSED IN TEN YEARS!
THE CLUB
WE OUGHTA PHONE HIS HOUSE- BILL MUST BE SICK!

## Musical Matters

By R. B. Hurry, Mus. Bac.

*Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of* THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

A musician deprived of concerts has to fall back on his own resources. The experiences of one such are worth quoting. Perhaps one requires to be something of an egotist to derive so much satisfaction from one's own views and interpretations and perhaps, too, the fancied feeling of emancipation from the influence of virtuoso performers could be only temporary. At any rate the circumstances demand the satisfaction of only one person, one's self, performer, critic and audience.

After recalling concerts which, as one writer says, "contained nothing more morbid than the depressed wailings of Tschaikovsky," he is at home with only himself, a piano and his music.

"During the three weeks I have been at home I have played a great deal—Beethoven chiefly—and I have arrived at a mood in which I would not walk a hundred yards to hear the world's greatest pianist. How long this mood will last I do not know, but I certainly feel very strongly at the present moment that I should resent the personality of any artist, however supreme, coming between me and Beethoven, Chopin, or Schumann. I have my own ideas as to how Beethoven should be interpreted; we all have ideas as to how Beethoven should be interpreted: and though it is true that my technique, compared with the technique of a Paderewski or a Busoni, is but as a reed before a storm or a corrugated iron roof below a dropping bomb, yet I infinitely prefer my own incomplete and sketchy interpretations to those of anyone else. And I do so simply because my interpretations are my own, because my ear can supply what my fingers fail to express, and because however short of the real thing my playing may fall, it does not at all events violate my conception of the manner in which the music should be given.

"It comes to this, then, that I have entirely, if only temporarily, lost the desire to be astounded by marvelous technique, to be seduced by weird interpretations. I do not want to drink the music of Beethoven after it has been gushed through the personality of d'Albert, nor do I wish to drink the music of Brahms after Harold Bauer has made it a little sour with his peculiar emotional nature. No! I wish to drink all my music, so to speak, from the fountain-head.

"It appears to me—and I hope you will agree with me—that this attitude of mind is, from the aesthetic point of view, a healthy one, for I am no longer at the mercy of other players, —at the mercy of their moods, their emotional natures. (It is true, I am at the mercy of my own incomplete and poor technique, but that, in comparison, is but a small matter.) Moreover, and this of course is the thing that matters most of all, I derive much mor epleasure from my own playing than I do from the playing of anybody else. After all, the most satisfactory pleasure is that which engages both the intellect and the emotions. But in listening to the playing of others, the intellect is not greatly stirred, though the emotions may be. And if the intellect *be* stirred, it is stirred only to the extent of the intellectual appeal of the music itself. The case, however, is very different with the actual player. His intellectual faculties are roused to their utmost, for not only has he to read the music with his mind, but his mind has to rule his fingers to play it; not only has he to prepare climaxes, but he has to see that those climaxes arrive at the right moment; not only has he to discipline his emotional nature, but he has to hold it so finely balanced, so delicately poised that it will not offend his taste by some undesired extravagance.

"In interperting music it is true that the intellect and the emotions are blended, but the intellect is always a dominating factor. And what gives the player more pleasure than anything else is that the intellect is under a strain: it is at contest; it is fighting with and surmounting difficulties. None of this pleasure is shared by the mere listener. Even if your interpretation is in every detail what he would desire it to be nevertheless, he cannot halve your intellectual ecstacy. Even at the best, the listener cannot experience anything but receptive pleasure, whilst the interpreter himself has the joy of intellectual struggle and of intellectual achievement.

"This, of course, is no small thing; indeed, it is a great matter. Yet, for how many years have not many of us been content to forego this intellectual delight, and, out of a kind of spiritual inertia, been satisfied with the absorption and assimilation of sweet sounds?

"To spend several hours daily with one composer, as I have been doing during the last few weeks, is finally to become saturated through and through with the spirit of that composer. It is the only way to know him intimately, the only way in which your soul may really meet and recognise his soul, the only way in which his secret may be revealed to you. But, I need scarcely say, his secret never is revealed to you. The power that genius possesses is not to reveal itself, to make itself understood, but to help to explain the mystery of life, to illuminate things upon which hitherto no light has seemed to shine, to enable one to see deeply and clearly into the soul of the man. The genius of a composer cannot possibly perform this service for you if your are content with the interpretations of other players: you must depend solely upon your own endeavors. And this is so because there is not one Beethoven, but many Beethovens; not one Schumann, but many Schumanns; not one Chopin, but many Chopins. The Beethoven that Paderewski gives you is not the Beethoven you will have from d'Albert. And so on. You must discover for yourself what Beethoven really is: you must get from him precisely what it is that your nature needs. In other words, you must see him with your own eyes. When you look at a picture by Rossetti or Augustus John, you don't desire the presence of an expert by your side to 'interpret' it for you. All you desire is your own interpretation, and only your own interpretation will be of the least service to you.

"Finally, to interpret music for yourself is to hold converse with the great; to listen to other people's interpretations is to hear the great talking to you through gags of cotton wool, far away behind a door that is almost closed."

## War Changes In The Home

By Loretto C. Lynch

They tell us when we go to have a pre-war tooth extracted that because of the war we must pay more than ever to lose the troublesome molar or bicusped. And when we pay that extra hundred percent and presume to question the gentleman who has just hurt us so complacently, he explains that indirectly war has affected almost every phase of civilised life.

Have you ever thought what changes this war has wrought to the home of today and what permanent marks it will leave on the home of tomorrow? Under the old scheme of things a man and a woman married to each other were not partners—at least they were not "fifty-fifty" partners. The head of the house earned the money and usually managed it, and not infrequently mismanaged it.

On the other hand, the indulgent husband gave the household finance to the woman to manage, and sometimes she managed and very often she mismanaged. Then there were those who managed to make accounts balance by hook or crook.

But as great nations have had to set aside tradition, pride, real or false, and a thousand petty differences and come together for defense in the darkest hours of history, just so have the man and woman in the home today had to put aside tradition, false pride and a thousand other things which are the rocks upon which many matrimonial ships become wrecked and stand shoulder to shoulder in the great emergency.

Men and women have come to know each other better than ever. They have come to recognise the common clay in each other—the common clay which requires food, shelter, rest and recreation. Working side by side, the woman has realised as perhaps never before just why there should be a warm, nourishing meal on the table for the husband upon his return in the evening.

Men have seen the difference in their women when a little recreation came to them through one of the war community organisations occasionally. Men and women have come to appreciate each other as never before.

Before the war a woman who could or would help build a locomotive or run it was just as shocking as a man who could unsex himself sufficiently to cook a meal or sweep the floor or make the bed or sew a few buttons on. Boys who have cooked all day long for those who were fighting realise that a woman who cooks three or four times a day craves a little change and recreation and likes a word of encouragement now and then. And the woman who has done a man's work in unattractive surroundings appreciates the desire a man has for a clean home and a comfortable bed and a cheery word at the end of a hard day.

Then the war has taught us Thrift. The boys who have been over have seen the necessity of it first hand. They are going to know lots more about wise spending when they come back to their American sweethearts than they did when they went over. They are going to expect more of us women, too. They have seen how a knowledge of food values and ability to plan has kept them well-fed under all conditions and under all circumstances at a reasonable expenditure.

The boy who worked in a sweatshop that never boasted ventilation and came home to a windowless tenement, has learned the joys of free fresh air. He will never work without fresh air again, and he will not tolerate a home for himself and his children that is not well ventilated. The boy from the country home, where as much money is expended for "misery cure" as for food will never again be satisfied with improperly cooked, indigestion-coaxing food.

Under pressure we have had to study food values, readjust our entire living. The war in spite of its horrors, have evicted Demon Rum. It has changed the household at well as the dentist's prices—are you keeping abreast of the change?


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# Mrs. Fiske Comes Back Once More

## Her 'Mis' Nelly' Is An Event Of The New York Theatrical Season

By John Corbin
(*Dramatic Critic, New York Times*)

Once more Mrs. Fiske has come back, and with such a rush that in effect she has surpassed herself. It is strange how she does it—and strange still how she sometimes backslides so completely. If the thing is to be explained at all, it must be on the ground of sheer genius.

A horrid little word, is it not? In the past century the favorite indoor sport of critical bigwigs was to inform an eager world as to the precise difference between fancy and imagination, talent and genius. And when the eager world was finally informed it suddenly ceased to be eager, or to have any use, in fact, for the high-sounding epithets. Perhaps it was because they seemed to fog the issue, beg the question. Nothing can be made explicit, certainly, by invoking concepts which are imponderable, indefinable. Yet genius does exist, and if it can never be an explanation of the given result it may still be the only and sufficient description of it.

Some critics dispose of Mrs. Fiske as a New England schoolmarm who has missed her vocation. With these I confess an imperfect sympathy. Perhaps I know too much about New England schoolmarms. But there is no denying the limitations of her temperament. A painstaking census of the actors of her generation reveals no one so pronounced and unchangeable, with the exception of Ada Rehan, Maude Adams, George Arliss, Richard Mansfield, Ellen Terry, Henry Irving, Sarah Bernhardt, and Eleanora Duse. In her technical limitations she is even more nearly unique. The only actor as ungainly in his walk and as pitifully mannered in his speech is Henry Irving. Being thus narrowly cabinet, cribbed, confined, how is it possible that she should thrill us or chill us, make our hair rise with awe, or rock us with laughter? I don't know, and I never knew any one who did. The only thing certain is that it is by means unknown to the schoolmarm.

Even more mysterious is the fact that she has created so great a variety of acutely individualised characters. There was Tess the peasant woman—slow, full blooded, passionate, divinely good and divinely sorrowing. Has any one but Mrs. Fiske ever shown us a Madonna committing murder with a bread knife, and convinced us at every moment that she was all the more a Madonna? There was Hedda, the highly intelligent young woman of the world—subtle, malignant, diabolic; brittle as glass to the impact of all vital things, cold as ice to the spirit and yet, like ice, suffusing whatever touched it with a hectic, unnatural glow. Has any one else reminded us so vividly that there are arctic regions in hell, as well as torrid? And then her comedy side! From the artist who created Hedda and Tess, the last thing one would expect is crackling coruscating wit, and sunbursts of golden humor. Yet there is Becky Sharp, who has ousted Thackeray's visual image of his heroine from the minds of a generation of playgoers. And now we have Mis' Nelly of N'Orleans, in whom the ripe blood of comedy flows as abundantly as flowed the red rivers of passion in Tess. Has Bernhardt or Duse created a wider variety of portraits, more intensely felt and uttered? Greater artists they undoubtedly were; but in this matter of range, (which dunderheads make the be-all and end-all of the art histrionic), it is they who are cabined, cribbed, confined.

Their confinement to be sure, is within the region of the masterpieces of the drama, or at worst in the region of the Sardous and the D'Annunzios who essay the grand manner. And here, if you will, lies the limitation of Mrs. Fiske. Beauty is a thing unknown to her, undreamed of; and so is style, with the possible exception of the acutely modern. As far as imagination consists in framing and uttering ideal concepts, she is utterly without it. Her temperament is actual, almost literal. Technique she has; but it is a technique devoid of rhythm, or any sort of consistent control. When Henry E. Dixey imitates Irving, or Cecilia Loftus imitates Ada Rehan, the fun consists in the fact that the very spirit of the artist derided seems to posses them—so largely was it a thing of method and ritual. But when Emily Stevens imitates her aunt, as she unfailingly does, there isn't any fun at all; for the genius of Mrs. Fiske seems to shrink and vanish. All we have is a few scattered tricks and mannerisms—nothing of the essential reality. Now without beauty, without imagination, without style, poetic art is not possible, and so Mrs. Fiske has lived her life on the boards outside the pale of all the rhythmic great ones. At one time she divulged an intention to play Lady Macbeth; but some good spirit seems to have disuaded her, or it would doubtless be less easy to exculpate her from the charge of being a schoolmarm. Last season she essayed the heroine of Lavedan's "Service," a part easily within the range of any actress who is technically proficient in routine characters and emotions. Well, the less said about that performance the better!

It may even be doubted whether Mrs. Fiske is the "intellectual" actress we all once proclaimed her, in spite of her triumphant foray into Ibsen. I seem to remember certain pronouncements, echoed in The Dramatic Mirror of the day, to the effect that Ibsen is clinical, destructive, sordid, and that the mission of dramatic art is to uplift and inspire. That is not the patter of our intelligentsia. Certainly the Ibsen performances are the only points of contact which Mrs. Fiske has established with the truly great. After it she relapsed mainly into the inspired buffoonery of "Mrs. Bumpsted Leigh" and the empty satiric horseplay of "Mme. Sand." With the exception of "The New York Idea," she has produced no new play of note, American or European.

What is an intellectual actress, anyway? The one best bet used to be Duse. And then the great and beautiful Italian—at once the most real and the most spiritual artist of her generation—proclaimed as the trinity of dramatic art, Shakespeare, Sardou, D'Annunzio! After that literary judgment, all bets were off. In comparison, Mrs. Fiske's scruples against Ibsen take rank as massive intellectuation. Undoubtedly there are performers on the stage who are intellectual, but it seems equally certain that they are never actresses, and seldom actors.

Yet I say it again, and all men may now witness it: Mrs. Fiske has genius, and a measure of it so full that it places her forever among the great artists of her time. What it is, I do not know, or how it comes upon her. I only know that it is sudden, electric, irresistible; sometimes burning to an intense, white glare, at others corruscating prismatic colors, and again, though more rarely, suffusing everything in broad, rich, human tones, such as were used by the old masters.

**Mrs. Fiske on the Wagon**

As a play, "Mis' Nelly" is as far as "Mrs. Bumpsted Leigh" from being a classic; but at the very worst it is an excellent star vehicle which Laurence Eyre has provided. The difference is obvious. In producing a classic, the actress hitches her wagon to a star. Inspiration descends upon her from the firmament of great art. In producing a star vehicle, she climbs aboard the wagon. It may be an eight-cyclinder racer scorching to triumph, but the exhilaration it produces is a sort of auto-intoxication. For Mrs. Fiske, however, Mis' Nelly is a triumph. It is probably not too much to say that the contemporary stage has known no woman character creation which is so abundantly human and so freshly, irresistibly, laughable.

It is, in effect, as Lawrence Reamer has pointed out, a dual role. Jilted in her youth by a hot-headed young Creole, Mis' Nelly has lived in Paris until she learns that her niece is in love with the son of her former fiance. The ancient feud is renewed, and Mis' Nelly returns to fight it out. Her first shift is to play the fox, pretending to be an old woman with spectacles and ear trumpet, in order to learn more fully how matters stand. It is an expedient that has never failed on the stage since Ben Jonson's "Volpone." And as always, the pretended dotard is in reality the youngest and most vital character in the play. Mrs. Fiske's assumption of senility, and especially of the outcropping of youthful humor and extravagance, are an incessant source of delight. Then she throws off the mask, appearing in the gown she wore at Mardi Gras back in '86 and repeating the little dinner that was then served al fresco in the garden of her old house in St. Charles Street. The spirit of youthful romance is revived, with gay lanterns, quaint costumes, and moonlight. And the old story is repeated, with the difference that it is now the young woman who does the jilting.

It is all grist to Mis' Nelly's mill! Her wit, vivacity, contrasting with the gawky suffering and petulant tempers of her niece, take the young man's fancy on the rebound. Caught between Creole passion and Creole pique, he proposes to her—and is accepted! Mis' Nelly is thus the prospective daughter of the man who jilted her; and you may be sure she extracts from the situation its utmost humor—and revenge. It is, if you will, a bit farcical; yet young men have been known to become desperate over women of 48, and with the childlike temperament of the Creole, the utmost absurdity of conduct is not only possible but probable. The most one demands is that Mis' Nelly shall not take the situation seriously. That she does least of all things. She bubbles over with delight in its humors, fairly explodes with the joy of her perfect revenge. Yet such is the breadth of Mrs. Fiske's sympathies—and the excellence, after all, of the vehicle Mr. Eyre has constructed—that even as she does so one somehow feels that she also thrills to the romance of it all, as in an Indian Summer of her lost youth. The end, of course, is what it should be. Both couples are reunited, both romances crowned.

Not the least delightful phase of Mrs. Fiske's performance is her treatment of another old lover who is now a priest. Here, too, her sense of fun has play; but mingled with it is a rare gentleness for the faithful friend and reverence for the man of God. It is all very subtly and quietly done, but it adds a mellower trait which is invaluable in toning and subduing a character which might have been garish in brilliance. Mis' Nelly, in short, seems destined to take rank with those other vehicle parts of modern fame, the "Music Master" and "Lightnin'."

# Three New Puccini Works

Probably the most interesting musical event of the year was the world premiere of Puccini's three one-act operas—at the Metropolitan Opera House in New York December 14, 1918. During eight years we have been waiting for new work from Puccini, for since The Girl of the Golden West he has produced only La Rondine (Monte Carlo, April 1917), which is equally uninteresting in words and music.

Puccini is the most popular living composer for the stage; and he deserves his place. He has always remained himself, yet he has always felt the wider movements of musical development. He is never a pioneer, but he always profits by the advanced idioms. Nor is he ever the last to lay the old aside. He has kept to the middle path.

A bigger reason yet is that he never forgets that an opera should be an evening's entertainment. Therefore he wisely goes to dramatists for librettos. Edgar was a revision of Musset's La Coupe et les Levres; Manon Lecaut had already been successfully treated as an opera by Massenet; Tosca was by Sardou, Madame Butterfly by Long and Belasco, and The Girl of the Golden West by Belasco. He established his own theory of opera (or "musical drama," as he prefers to call it) long before Cavalleria Rusticana and I Pagliacci popularised it. He avoids the choppy effect of the old recitative-ariascena style; he also escapes the monotony of Teutonic leit-motif elaborations. Instead Puccini has solved the problem by combining the aria with the never-ending melody. His drama flows uninterrupted, but the higher moments are formalised into conventional melodies. Thus he adapts the Wagnerian method to the spirit of Bizet, sacrificing neither action nor song.

Nor is this so much theory as instinct, for Puccini actually possesses that rare combination, the lyric plus the dramatic sense. He can write tunes that everybody likes to hum and he can make a climax all the more exciting by his orchestral accompaniment. Moreover he is a great scene painter. The exterior of the Cafe Momus in La Boheme, the slow snow of the opening of the third act, Madame Butterfly's ascent of the hill, the flight of her relatives in the twilight, Johnson and Minnie's departure through the great cedars, the homesick minstrel in the saloon: all these and more are to be remembered musically.

His new works sustain his reputation, though they may not add to it. They are three: a tragedy, a romance, and a comedy, all centered about death.

The first, Il Tabarro, is the most sophisticated, the most ambitious. Puccini has been working on it for some time. There were rumors of it as far back as 1914, and the play from which it is built (Didier Gold's La Houppelande) was performed in Paris about 1910. The story is simple—the aging husband kills the lover. The scene is strikingly set upon a barge on the Seine in Paris. Of course the people are not French: neither is Minnie American, nor Madame Butterfly Japanese. The music is thoroughly interesting; Puccini has made a number of harmonic experiments, and has succeeded with them; and the orchestration is sensitive and daring. Melodically, however, the opera is not so successful, for the composer has yet to learn that exotic harmonies will not enrich a cheap tune. (I am not referring, it will be understood, to tunes whose color is intentionally that of the streets.) Especially bad in this respect is the climax of a duet to Paris, Ma chi lacia il sobborgo, made still more irritating by the succeeding pause for applause. The employment of the hand-organ is amusing and clever, and compares favorably with Strawinsky's use of it in Petrushka; and after the exit of Talpa and Frugola there is excellent suspense, but it is sustained too long, and the husband's extended aria to the river is bad dramatically and not quite successful musically. The final curtain, however—the husband madly flinging his wife at her lover's corpse—is unforgettable.

Suor Angelica, the second of the trio, is, I feel, a distinct failure. The music is far too unsophisticated to be natural; there is too much repetition of phrases; and the climaxes are not adequate. As for the libretto, the plot does not seem very natural; the action is padded with irrelevant semi-episodes; and the end is operatic in the worst sense. In Il Tabarro Puccini made the modern mistake of eliminating all sympathy for the characters; in Suor Angelica he goes to the other extreme of too much sentimentalising. The story is that of a daughter of a patrician family who fell and was forced to enter a convent. Seven years later she hears of the death of her son, takes poison, and is rewarded with a vision of the Virgin. The effect of the white robes of the nuns floating about in the garden is pretty; but only the excitement of the evening and the personality of Farrar made the performance a success.

Gianni Schicchi, however, more than redeemed it. As an entertainment this piece is by far the most successful of the three. It is a story out of the Inferno, retold in the spirit of Boccaccio. Gianni is of essentially the same stock as Buffalmacchio. A rascally lawyer, he is called in to break the will of a rich Florentine merchant, for the relatives have discovered that most of the property has been left to the Church. There is only one away to do it: they bundle the corpse out; Gianni takes the dead man's place (his death has not yet been made public); the notary is called in; and a new will is dictated. Gianni gives each of the relatives a generous inheritance; but the richest of all he calmly leaves to himself, knowing that the relatives dare not interfere. As soon as the notary is gone, they set upon him; but he arms himself with a stick and drives them all out of the palace—his palace now!

The music throughout is carefully subordinated to the action, as it should be, though without losing its own interest. It is fairly modern, yet unaffected; and it is packed with color and vitality. A chorus of "poisoned laughter" is especially good. Yet there are weak spots—notably Lauretta's sweet little song, O mio babbino, which is as cheap a song as Puccini has ever written, and which was duly encored.

An enjoyable evening, if not epoch-making. Puccini has reached his maturity: his orchestration is perfected, his harmonies nearly so, though his melodies have not kept pace. The influences of other composers are less noticeable; Puccini is more than ever himself. The greatest faults were perhaps the moments of unsustained suspense, the occasional cheap tunes, and the set places for applause. A possible effect of the evening may well be the establishment of the trilogy of one-act operas, which would be a fashion both fresh and satisfactory. As we have moved from the epic through the novel to the short story, so we may come to prefer three brief musical tales to the older, ponderous forms.

More is to be expected from Puccini, for there have been rumors of other one-act operas: Anima Allegri, from Guntero's comedy of the same name; I Due Zoccoletti from Ouida's Two Little Wooden Shoes; and a third, a farce about a party of Europeans captured by cannibals. These cannibals had once been captured by Europeans and made to build a model village at a World's Fair; so they now retort in kind upon the Europeans. There may be still other operas in store for us: Il Tabarro and Gianni Schicchi must make us hope there are.

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# Ebert, First President Of German Republic

By John Walker Harrington
(*New York Sun*)

The stubborn defiance shown by Friedrich Ebert, the new President of Germany, was what Socialists here who know him had expected of him. In taking his stand against what he calls the domination by the Allies, he represents that element which, for many years, was the standby of the old autocracy, despite its professions to the contrary.

Bismarck, the Iron Chancellor, openly encouraged Socialists of the Ebert type, because he believed that they were a bulwark of imperial rule. Little would any one have thought, a few years ago, that a harness maker would succeed to the place of the Man of Blood and Iron, at the bidding of a Prince of Baden.

Friedrich Ebert is a plodder. He never made harness for a Pegasus. He reached the position he now occupies through patient toil and by taking advantage of every opportunity. Those who criticise him most admit that, although not a man of strong character, he is far better educated and more in touch with the development of modern life than most persons realise.

Born in Heidelberg in 1871, Ebert is now in his forty-eight year. His father was a tailor in the old German University town. Young Ebert came in contact with the learning which permeated the place. He attended the lectures of the favorite docents and absorbed odds and ends of knowledge from the students who visited his father's shop. He went to one of the people's schools until he was fifteen years old. The instruction there was thorough. It did not make for high aspirations, but it gave him a good grasp of those practical things necessary to the German mechanic.

**On The Saddler's Bench**

Then began his apprenticeship at the saddler's bench. After several years he was duly qualified as a journeyman and was able to earn 30 marks, about $7, a week.

While learning the trade Ebert connected himself with the Young Socialists. This group was composed of youths who had not reached their political majority. He has been attacked since by Socialists of the Spartacus type as an apostate and a renegade. L. Lore, editor of Volks-Zeitung, who has met him, says that, although opposed to the political views of the new President of Germany, he considers Ebert a man of considerable knowledge of life.

"Herr Ebert," added Mr. Lore, "as a Socialist, could not help but acquire a considerable fund of information. Socialism is a great teacher in Germany. It widens the view of the working classes. It has its schools where the laboring man can study politics and economics and languages. The new President of Germany has a practical grasp of our contemporary history, of political economy, and of the natural sciences. He is especially well informed on the labor situation. By attending the lectures given the Socialists he learned a great deal which equipped him as a speaker and a writer."

The next stage in the development of Friedrich Ebert took him to the city of Bremen. In this busy mart of foreign trade, with its vast docks and its hundreds of ships, its busy factories and its crowded streets, he became a part of modern industrial Germany. He was still the agitator and zealot. His spare time he spent as a street orator, expounding the doctrines of Mark and Lassalle. About him he gathered little knots of dock laborers and seamen as comrades. He gave lectures in small halls, and wrote incessantly for the socialist newspapers.

**Not A Brilliant Man**

Eighteen years ago Ebert began to be a factor in politics. His progress was slow. Although he took part in international councils of the Socialists, both in Germany and in France, he did not make any deep impression upon his comrades from other lands. In committee meetings he showed more force. For the most part he was content at this period to sit at the feet of August Bebel. "Comrade Ebert" was gradually recognised, however, as one of the coming men of the Social Democratic Party.

In 1900 Ebert began to hold offices among the Socialists. As the editor of a paper devoted to the Marxian cult he gained a livelihood. His influence grew. He had not the insight of Bebel nor the brilliancy of Liebknecht, but he was accepted as a faithful interpreter. He was elected to the Reichstag in 1912, and there came days of affluence. For was he not a member of the Executive Committee? As such as he was passing rich at 3,000 marks a year. (about $720.) What with his salary and some income from his writings, Ebert and his family were able to live in dignity when he represented the twin manufacturing cities of Elberfeld-Barmen in the National Assembly.

The coming of the war brought Ebert to the fore, although even at that time he was not known to international fame. He had several important conferences with the Kaiser, according to persons who know him. He represents that majority of Socialists who supported the regime of autocracy and junkerdom.

The Social Democratic Party, of which Ebert had become the Vice-Chairman, consistently supported German imperialism in the Reichstag. It voted vast sums for the carrying on of the war. Ebert was on the side of the militarists and the "intellectuals." The radicals still regard him as a reactionary.

"What difference does it make," a prominent Socialist who knows Ebert, asked the other day, "whether he was received by the Kaiser? Undoubtedly he had such audiences with the former Emperor, but he did not have to, for his acts were essentially those of the Kaiser's man. He gave, as a Socialist, aid and comfort to the war regime, for there were few who dared to raise their voice against it.

**Not Bernstorff's Tool**

"The newspapers print stories about Ebert being dominated by Count Bernstorff. That is merely a fashion that has grown up because the former Ambassador to the United States is so well known to the American people. His name is good for head line purposes. The story that Ebert is under the control of Bernstorff is absurd, for as President of Germany he represents the view of the majority of Socialists—the Social Democrats who upheld the war.

"Ebert is in his present position because there were 11,000,000 Social Democratic votes as compared with the 2,600,000 votes of the Independent Socialists. He is the choice of the power that is."

The radical Socialist would gladly have seen Liebknecht, who lately went to a tragic death, elevated to the Presidency. Some Germans believe that Scheidemann would have filled the place more acceptably. To the minority Ebert represents compromise between the new era and the old order which is passing. Many regard him not as a man of vital initiative nor of great force, but they await the issue with the hope that his conservatism may effect a more speedy adjustment than red radicalism.

Herr Ebert has the manner of a peasant. Indeed, he closely resembles thousands of Germans who keep small shops or work in the factories. Short and stout and heavy in tread, he has the air of plodding. His dress is plain and he invariably wears a slouch hat jammed well down on his head. A stubby, bristling black mustache and a small goatee accentuate his Teutonic aspect. Nearsightedness has put two sharp creases in his forehead. This gives him a scowling look, which is counteracted, however, by his smile when deeply interested. In his personal tastes he is simple. There is little likelihood of his setting up an extravagant menage when he begins his administration.

## JACK JOHNSON IS 'BROKE'

**Ex-Champion Glad To Box For 1,000 Pesetas In Spain**

Paris, February 16.—Jack Johnson is "broke" in Spain. The ex-champion is fighting ten-round bouts with various fighters, and is lucky to get 1,000 pesetas in purses. Guy Garner, a jockey, who has just returned from riding at San Sebastian, says the negro is in evidence everywhere and looking rather seedy, wearing a shabby fur coat which he says cost $5,000, but he does not say how long ago and every little while one of Jack's or Mrs. Johnson's diamonds disappears, presumably going to a pawnshop.

A few days ago Johnson fought an interned German U-boat sailor, whom he nicknamed Bill Flint of Brooklyn, at Madrid. In the first round the sailor poked Jack in the midriff, worrying the negro. But in the second round the German walked straight into Jack's stiff arm, turned around three times, and dropped for the count. Previously Jack had been fighting "Blink" McCloskey in various Spanish cities. Before Blink starts he takes out a glass eye and places it in his corner of the ring. Jack cuts up McCloskey at will, and the Spaniards think it fine sport.

The hotel at Barcelona where Johnson stayed during the time he was running bullfights is holding his personal property for debt.


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—*Extracts from letter of a Corona user in the United States Army, who was formerly in ambulance service in France.*

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# 'La Libre Belgique' Mystery Solved At Last

## Here Are The Names And Story Of The Men Who Defied Death Throughout German Occupation Of Belgium By Issuing Famous Clandestine Newspaper

*(Translated from Le Petit Parisien of Jan. 7, 1919.)*

Ever since the invasion of Belgium the Belgian press behaved admirably. Our colleagues refused energetically to submit to German censorship and suspended, purely and simply, the publication of their papers. Ever since that time, the enemy's Government, to propagate its false news, has had to create newspapers of its own, which were always newspapers without readers.

But it was necessary that the Belgian public receive good and correct news; there was need of a paper to inform it of what was happening beyond the lines and to uphold its courage. The project was audacious and extremely dangerous for editors, proofreaders, compositors, and deliverymen risked, in case of discovery, the penalty of execution.

This sinister outlook did not restrain certain patriotic men of Brussels, who, after taking all precautions, launched one fine day La Libre Belgique. [Free Belgium.] This valiant little paper from the day of its first appearance had a considerable success among the Belgians, and plunged the famous von Bissing into the greatest rage. Free Belgium entitled itself modestly: "A Bulletin of Patriotic Propaganda, Regularly Irregular, Submitting to Absolutely No Censorship." The office of the publishers was ironically announced as at the "Kommandantur-Brussels." As for the editing, it was said that "not being able to be always in a place of complete rest," it was done in a "cave moved about by automobile."

The German Governor General multiplied his orders to discover the authors of Free Belgium, distributed free throughout the whole kingdom. He mobilised, for this end an army of police; he offered a very large reward to any one who could furnish information of value to his spies. It was in vain.

The hundreds of thousands of readers knew no more than von Bissing who edited and composed the courageous little paper. They received it at more or less regular dates; they read it with eagerness; they were amused by the caricatures of the Governor General and his subordinates; they passed it on secretly, as the mere fact of possessing a copy was considered a misdemeanor—and that was all.

But what anxiety for the editors! Every one feared that they would soon be discovered; for a printing shop is not so easily hidden as a package of needles, and when an unusually long interval separated two numbers, there was great trembling for the brave men who laughed so obstinately and so wittily at von Bissing and his thunderings.

The clandestine publication of Free Belgium ended with the signing of the armistice. The people of Brussels have now learned, with lively surprise, that it was in the capital itself and in a neighboring suburb that the composition and printing of the prohibited paper were done. The unpublished story of the circumstances in which Free Belgium was founded has just been revealed to us by M. Eugene van Doren, its principal author, or, at least, he who composed it, printed it and distributed it with the aid of several Belgian journalists of talent, among whom were M. Victor Jourdain, editor in chief of the Patriote, who furnished the necessary funds, and M. van de Kercheve, who, under the signature of "Fidelis," chastised the invaders with a vigorous and witty pen.

The title was given by M. Victor Jourdain who took charge of the editing. M. van Doren assumed the task of publishing and industrial organisation. The first number published the magnificent letter of Cardinal Mercier, "Patriotism and Endurance." The copies were put in envelopes by M. van Doren with the assistance of his wife; he delivered them himself to Representatives and Senators, and he carried packages of them to the Jesuits, the Dominicans, the Redemptorists, and to numerous friendly houses.

As M. van Doren was constantly exposed to danger, he judged it prudent to take certain precautions. He bought a cane, the end of which he hollowed out carefully. It was into this hiding place that he put the copies made by the press on silk paper. All the manuscripts, in fact, were recopied by him on the press, then destroyed.

After the third number, immediately following a visit of the police to the home of Madame Massardo, wife of a bookseller of the Galeries Saint-Hubert, who served as the intermediary for the copy, the printer refused his help. Further, the copy for this number had to be thrown into the fire. M. the Abbe Demeer, to whom M. van Doren intrusted the secret, obtained the consent of another printer, M. Allaer, on the condition that when the printing was done, the issues of Free Belgium be delivered to M. van Doren in a public street. All went well this way. Friends and collaborators increased and the paper produced, at each issue, a new sensation . . . and redoubled the searches of the German police.

It was urgent, however, to take new precautions. M. van Doren, anxious about the life of his printer, decided to compose the paper at this own house. In consequence, he bought the necessary material—in order to prevent the spies from following the trail by the easy identification of characters. And he installed the plant on the Avenue Verte, at Woluwe, in an abandoned house, where he could work in all security with the aid of two professional printers, the Allaer brothers. Again, Free Belgium appeared without interruption.

As its success became greater and greater, it was necessary to insure delivery of the paper to the houses of the subscribers. The co-operation of an ardent patriot was secured. He was Phillipe Bauce, whom the Germans shot at the same time as Miss Cavell. The work was divided up thus: M. van Doren kept for himself the delivery of the big packages, and Phillipe Baucq effected the distribution of single papers.

The devotion of this man was so splendid that he alone distributed four or five thousand copies. He made trips at night on a bicycle. Later, when the bicycling was forbidden, he went on foot. At one time he walked for two days without rest.

Each new day made necessary the most minute precautions. M. van Doren decided to print Free Belgium, which, until then, was only set up in his shop at Woluwe. M. Victor Jourdain furnished the necessary funds to buy a foot-power press, which was installed at Molenbeeck, a suburb of Brussels, in an outbuilding of a factory belonging to M. van Doren. From then on, the paper was set up at Woluwe and printed at Molenbeeck.

But the transportation of material was not always an easy matter. M. van Doren had to make two little cases, which, when filled, weighed about twenty kilos. Also, when he got aboard a trolley car with packages so small, yet so heavy, he was always an object of curiosity to passengers.

In the midst of these inconveniences there arose at time amusing incidents. One day, especially, while M. Louis Allaer was carrying 4,000 copies of Free Belgium he was obligingly aided by some German soldiers, who lifted the box to his shoulder!

The success of Free Belgium progressed with such rapidity, to the constantly growing anger of the Governor General, whose spies came back empty-handed day after day, that the printing shop had to be enlarged. A new machine was bought and carried piece by piece to the shop at Molenbeeck. There M. van Doren was surrounded by Germans; it was necessary to prevent the noise of the motor from giving them the alarm. Remember that there was a reward of 100,000 francs for him who should discover the office of the forbidden paper! M. van Doren secured the necessary tools and materials, and simply walled up the press and the motor. Before the wall he placed some furniture, and he entered his shop by a little door hidden behind some scrap iron and cardboard boxes.

When the installation was done, there was published the famous number which showed on the front page the picture of von Bissing seated at his desk reading Free Belgium. Throughout Belgium people literally tore copies of this issue from each other's hands.

Soon after, on the occasion of the Belgian national holiday, Free Belgium summoned the people of Brussels to meet at Sainte-Gudule. It was the most beautiful manifestation of patriotism that can be imagined. Those present thundered out the "Brabanconne," then, carried away by their enthusiasm, all followed with "Toward the Future."

The German spies were on the trail; the plant had to be broken up in great haste; the material was carried to the house of a friend of Baucq, on the Rue d'Arlon, at Brussels. These tribulations did not discourage M. van Doren. The book "J'Accuse" had just appeared in Switzerland; he decided to publish it in installments in Free Belgium. Publication began in No. 50 of the paper. Twenty thousand copies had to be printed.

The danger became pressing. Searches were made without end and arrest followed arrest. Not at all worried, M. van Doren published a new number with a dedication in caricature, representing von Bissing bowed down under the weight of a stack of search warrants against Free Belgium. Then he launched an illustrated paper entitled La Cravache, (The Whip,) printing 10,000 copies, which were distributed free.

The catastrophe happened. Discovered, M. van Doren had time to take flight and found refuge with relatives, later friends, at Brussels, where he stayed for several months, laughing at the searches of the police. But Free Belgium did not discontinue its irregular appearances, thanks to the devotion of several patriotic Belgians. This one and that one might be arrested, or sentenced, but some one would pick up the interrupted work. Among them were merchants, printers, bankers, priests, lawyers, politicans. Never could the Germans get hold of Free Belgium, in spite of the years of forced labor that they inflicted upon its successive collaborators.

This is a moving story. It does honor to the Belgian press, to the valor and patriotism of our glorious Allies.

## *Yokohama Wireless Promised By April 1*

### *Telegraph System Ready Now—Wireless Telephones In Two Months*

Tokio March 16.—By April 1 Tokio and Yokohama will be able to communicate by means of wireless telegraphy, and by June 1 by wireless telephone, says Dr. Torikato, expert engineer of the Department of Communications, commenting on recent experiments. The wireless telephone is being established and, although at present voices can be heard only indistinctly, he is confident that in June the service can be opened to the public.

When completed between Tokio and Yokohama the experts will also establish similar systems in Osaka and Kobe. Dr. Torikato said among other things that if a wireless system can be established between Tokio and Osaka, as is planned, also, the expenses of communications will be cut considerably.

# JOY IN MANY LANDS OVER U.S. FOOD RELIEF

## Hoover Says $100,000,000 Fund Lifts Load Of Fear From Hearts Of Millions

Paris, February 2.—The passage by the American Congress of the bill appropriating $100,000,000 for relief in Europe "will lift a load of fear from the hearts of millions of people in Europe," said Herbert C. Hoover, Director General of Relief, in a statement issued this evening. Mr. Hoover outlined the use to which the money is to be put and the means already taken for the relief of various peoples.

"It is little realised in the United States," the statement adds, "how fully and completely the daily wireless carried the progress of this measure to those peoples now liberated from the German yoke. Immediately after the bill was passed the news appeared in the headlines of newspapers in Bucharest, Sofia, and Helsingfors, and it was known in Warsaw, Lodz, Prague, and Fiume, where thousands of persons have been looking anxiously toward the United States for leadership in the solution of their most imminent danger.

"It must be remembered that the President's declaration of the prime purposes of the American people in re-establishing freedom and self-government had moved these peoples to direct all their hopes toward the United States, and today they will see one more step toward this end.

"There is no question as to the sacrifice it will call for from the American people to provide this relief appropriation, as it comes now in a period when we have so many difficulties and problems of our own people to solve in the rehabilitation of our normal national life.

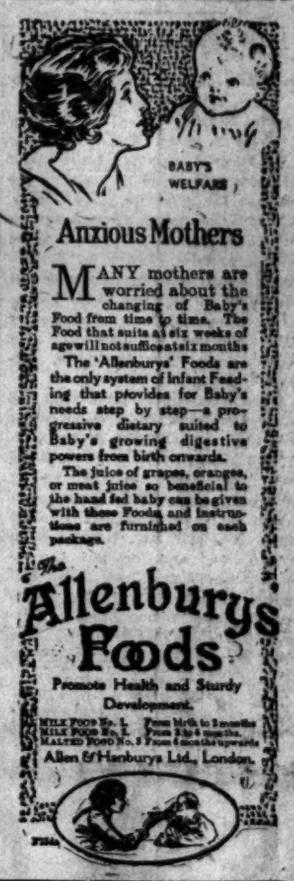
"The usual tangible relief to the newly liberated peoples will not be delayed even by the period required to ship foodstuffs from the United States under this appropriation because the War, Navy, and Treasury Departments and the United States Food Administration already have 100 ships in European ports or headed toward Europe in addition to our re-established relief in Belgium and Northern France, Rumania, and Czecho-Slovak under the old war legislation. The new appropriation by Congress enables us to extend this work by giving credits to those countries for which there was no such legislation.

"We have at sea or discharging in the port of Trieste 70,000 tons of food for the Jugo-Slavs, Servians and Czecho-Slovaks. We have 30,000 tons of food either arrived at or in progress to the Black Sea for Rumania. The Armenian Relief Committee has 7,000 tons on the way to Armenia and Syria as a gift, and we are placing 10,000 tons in Constantinople as a reserve for them. We have 40,000 tons in Poland, on the way or being transshipped from Rotterdam for the Poles, and 20,000 tons in Rotterdam awaiting reshipment to the Finns and other liberated populations in Russia. The Polish Relief Committee is sending a gift of 7,000 tons to the Poles.

"Since the armistice the British authorities have distributed about 10,000 tons of food to the Servians, the Italian authorities some 10,000 tons to the Austrians, and the British authorities have in progress some 12,000 or 15,000 tons of food to the Rumanians. We have since the armistice delivered into Rotterdam 200,000 tons of food for the Belgians and the liberated French, with the support of our treasury and Belgium and France.

"Had this new appropriation been refused we should have sold out these parcels of food to those who could pay real money and would have been compelled to allow the others to starve. In this same confidence that we would be supported by Congress, we have secured a detail of more than 250 men from the American army and the American navy for the work of the Food Administration. These men are now actively establishing the administrations necessary to secure proper distribution in all of these territories. Our offices have been opened in virtually every capital among the distressed peoples, and with the passage of this act of Congress we are able to do business.

"The Allied Supreme Council of Supply and Relief has been organised and equipped with a staff and officials representing the Allied and Associated Powers in order that we may secure co-ordination and unity of effort from all the Governments who have stood together to secure the freedom of these peoples and who now stand together to see that their distress is ameliorated."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To be drawn among 40,000 successive numbers in full view of the public in Shanghai, China, on the 6th April, 1919.

One tenth of each ticket will be sold at $0.50, the proceeds of which after payment of prizes, charges, etc., will be divided between the Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing, proportional reduction in the allocation will be made.

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| 2 | Fourth " | $2,000 | each | 4,000 |
| 2 | Fifth " | 1,000 | " | 2,000 |
| 2 | Sixth " | 500 | " | 1,000 |
| 10 | Seventh " | 100 | " | 1,000 |
| 20 | Eighth " | 50 | " | 1,000 |
| 20 | Ninth " | 40 | " | 800 |
| 20 | Tenth " | 30 | " | 600 |
| 50 | Eleventh " | 20 | " | 1,000 |
| 700 | Twelfth " | 15 | " | 10,500 |
| 2 | Each approximate to the First Prize | 300 | " | 600 |
| 2 | Each approximate to the Second Prize | 100 | " | 200 |
| 2 | Each approximate to the Third Prize | 50 | " | 100 |
| 4 | Each approximate to the Fourth Prize | 30 | " | 120 |
| 4 | Each approximate to the Fifth Prize | 20 | " | 80 |
| 4 | Each approximate to the Sixth Prize | 10 | " | 40 |
| 399 | For numbers having the two terminal figures similar to those of the First Prize | 10 | " | 3,990 |
| 399 | For numbers having the two terminal figures similar to those of the Second Prize | 10 | " | 3,990 |
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| 798 | For numbers having the two terminal figures similar to those of the Fourth Prizes | 10 | " | 7,980 |
| 798 | For numbers having the two terminal figures similar to those of the Fifth Prizes | 10 | " | 7,980 |
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| 18 | Each with the first four figures similar to those of the Sixth Prizes | 10 | " | 180 |
| 4,780 | drawn tickets | | Total | $127,460 |

Tickets may be obtained from all dealers.

All prizes won locally will be given at The Chinese Benevolent Association (271-6, Boulevard des deux Republiques, Shanghai); if abroad, will be paid at the Branch Offices of The Bank of China elsewhere.

THE CHINESE BENEVOLENT ASSOCIATION

# Hoover Tells How Enemy Balked Him In Belgium

## Reveals How Germany Hindered His Efforts To Feed Stricken During Invasion

Paris, February 16.—Reviewing the relief and food conditions in Northern France and Belgium in an address before the Circle Volnay last night, Herbert Hoover, the United States Food Administrator and Director General of the Inter-Allied Relief Organisation, said:

"I have been asked to say a few words on the revictualing, now carried on for nearly four years, of the occupied areas of Belgium and Northern France. It was the first food administration in Europe, for it was in Belgium and Northern France that Europe first felt the impact of the war on food supplies. These were the first people to realise shortage through hunger. It was about a year after the foundation of the commission for relief in Belgium that any other systematic attempt was made at food administration in the world.

"It also represents the first inter-Allied operation which embraced the United States for its financial support and administration of the joint effort of America, France, England, and Belgium. Its enterprise is of considerable volume, as its tranactions now exceed 5,000,000,000 francs. It has been carried on without profit, with a large measure of idealism and self-denial, and with the aims of the Allies in the amelioration of injuries brought about by Germany.

"Subsequently, the spread of the food shortage in the world endangered the supply of even the Allied Governments themselves, and again there was Allied action in its solution. The whole situation of the Allied world has now changed, but the armistice finds us confronted with the enormous food problems of 200,000,000 people now dominated by Germany, and again the solid point of action by the Associated Governments becomes necessary in the work of mercy and stability of Government.

"I have recently revisited the devastated regions of Northern France and Belgium. There is no man, even without personal experience of two and one-half years of German rule, who could pay a mere casual visit to Northern France and Belgium without experiencing renewed fire of indignation at the men and forces which brought about this appalling situation.

**Foe Let Population Starve**

"It is now four years and three months since I first came into contact with the people of the invaded regions. At that time my American and Belgian colleagues had established the relief of Belgium, but there came on every wind stories of the pitiable situation of the French population under German control. The Germans, in defiance of every canon of international law and morality, even human decency, had taken from the French population their harvests and cattle, and the French women and children were combing over the awful heaps in the German camps. The work of myself and my American colleagues was supported by public charity, and we quickly spread that charity to the people of the North of France.

"With the backing of the American Government, agreements were perfected with the German Government at Berlin and the German General Staff at Charleville by which it was undertaken that there should be no interference with the distribution of foodstuffs, that there should be protection of the produce of the population—agreements which read well to the world, agreements which were often carried out in the letter, but never, except under pressure, carried out in the spirit, which involved years of constant complaint, bickering, pressure, and intervention by neutral governments.

"Despite the depth of feeling I have in these matters, I am not prepared to say that the German race is beyond redemption, that it is not our duty to endeavor to build up that people to the decency of membership in the League of Nations. There is perhaps one step outstanding today in their progress in that direction more lacking than any other, and that is total abstinence from any expression of regret. If the 70,000,000 Germans were to shed the tears of Niobe for the next thousand years they could not wash away the human misery for which they have been responsible in Belgium and Northern France alone.

"One of the features of the relationship of our Americans with the Germans was that they had to endure every hour of every day, whether awake or asleep, the personal and definite attachment of a German officer. Of the men who took part in this work I believe the one who endured the longest the strain of this offensive association, sleeping and waking, was not able to continue for more than mine months.

"One of the worst features of this association was that there could be no conversation between the Americans and the civil population except in the presence of an officer, and such conversations were required to be confined to the mere routine of the revictualling. Some of our men were escorted out of the country on a German order for an expression of the merest human kindliness. For this reason there often was a curious ignorance among the hundreds of people in the occupied territory as to what were the real occupational functions of the Americans who lived with them during the invasion, many thinking that they were merchants engaged in the sale of food.

"When the United States came into the war it was necessary for the Relief Commission to retreat out of the north of France and secure the assistance of neutrals. By that time the organisation had been built up until it required no intervention in its administrative features, but merely guardianship.

**Not One Case Of Dishonesty**

"I am happy to say that there never has been a case, or even a suggestion, of dishonest dealing. Beyond this, from the point of view of the administrator, there has been that fidelity to duty, that carefulness as to detail and conciseness of thought and action which should stand out as a monument to the abilities of the French people for all time.

"Upon the retreat of the Germans and the freedom of this population, a truly appalling situation has faced the administration in France. Here was a population which could not even be fed with the rudiments of subsistence through any ordinary means of distribution. There was no possibility of the rehabilitation of wholesale or retail trades, of the food manufactures, which were maintained in the ordinary life of the people.

"The occupied population after four years of endurance has come out alive and in good health. It is, however, suffering from a very natural mental apathy, and it will be months before it recovers its initial activity, that activity of mind and self-reliance so inherent in the French people. You cannot expect men who have suffered years of imprisonment under continuous cruelty and terror to resume their mental activities, their energy and abilities in their daily tasks until they have had a period of acclimatisation to their new surroundings and a gradual resurrection of courage and initiative. The consequence is that the population in the north requires not only physical assistance, but moral stimulation and leadership for gradually nursing them back through convalescence.

"The task of the care of the people and of the reconstruction of the north is appaling. The preparations of plans, of projects, of means, of material by which reconstruction can be constituted on an enduring basis take time for development. It requires the assembling of vast finances and material, and no people will accomplish it with the thoroughness of the French.

"This ultimate result is vital, but in the meantime the population must have every care. The Anglo-Saxon mind naturally tends to a solution of the problems of the day, and if I am allowed to make one suggestion, it is that there is need of more Anglo-Saxon adaptability to the temporary measures projected for Northern France today and during the next six months. There is a depth of human misery that requires urgent remedy day by day in temporary shelter and medical attention, as well as food.

"One of the first acts of the Germans was to denude the people of Belgium to a very large extent, and the north of France almost wholly, of their cattle. In consequence, it has been necessary to maintain a stream of condensed milk and other food especially for children for the whole of the last four years. The European races are absolutely dependent for the rearing of their young on their cattle. There is no cruelty to the population greater than to rob them of their dairy stock. Nor can the herd be restored overnight. It takes years to rebuild the herd by breeding up from a few foundation animals.

"If there is one reparation which the Germans should be compelled to make above all others it is that they should be required to return in actual cattle the dairy herds in the north of France and Belgium. It is not sufficient that they should pay for the cattle they have taken. Children cannot be nursed on money."

### Mail Notices

**MAILS CLOSE**

**For U.S, Canada and Europe:**
Per R.M.S. E. of Asia ....Mar. 31

**For Japan:**
Per N.Y.K. s.s. Kasuga M. Apr. 1

**For Europe, etc.**
Per M.M. s.s. Andre Lebon Apr. 6

**For United Kingdom**
*Per B. and S. s.s. Elpenor Apr. 2

**MAILS DUE**

**From U.S. and Canada**
Per O.S.K. s.s. Manila M. Mar. 30

**From India**
Per P. and O. s.s. Dunera ..Apr. 4

**From France**
Per M.M. s.s. Paul Lecat ..Apr. 8

*Parcels only to be sent by the Elpenor and will close at 3 p.m.

# BUSINESS AND OFFICIAL NOTICES

(Continued from Page 24)


## NOTICE

THE undersigned hereby give notice:—

That a Public Meeting of Ratepayers will be held in the Town Hall on Wednesday, April 9, 1919, at 2 o'clock p.m. precisely, to devise ways and means of raising the requisite funds for Municipal purposes, and to pass resolutions in reference thereto and to deliberate and decide upon other Municipal matters and business. At such meeting the accounts of the Council for the year ending December 31, 1918, will be submitted for the sanction and approval of the Ratepayers.

Shanghai, March 19, 1919.

D. SIFFERT,
*Consul-General for Belgium.*
T. RAASCHOU,
*Consul-General for Denmark.*
A. ARIYOSHI,
*Consul-General for Japan.*
E. D. H. FRASER,
*Consul-General for Great Britain.*
V. GROSSE,
*Consul-General for Russia.*
J. E. HULTMAN,
*Consul-General for Sweden.*
THOMAS SAMMONS,
*Consul-General for the United States of America.*
J. H. DE REUS,
*Consul-General for the Netherlands.*
G. DE ROSSI,
*Consul-General for Italy.*
JORGE R. D'OLIVEIRA,
*Consul-General for Portugal.*
JORGE R. D'OLIVEIRA,
*In charge of Cuban Consulate.*
H. A. WILDEN,
*Acting Consul-General for France.*
T. KNUDTZON,
*Acting Consul-General for Norway.*
HUGO REISS,
*Consul for Brazil.*
JULIO PALENCIA,
*Consul for Spain.*

21696

## Municipal Notification

**No. 2592.**

THE following Resolutions will be brought forward by the Council at the Annual Meeting of Ratepayers to be held in the Town Hall on April 9, 1919, at 2 o'clock p.m., and are published for general information:—

*Resolutions I, II and III.—Formal business and adoption of Rules of Procedure.*

*Resolution IV.*—That the Report and Accounts for the year ending December 31, 1918, be passed.

*Resolution V.*—That the estimated expenditure for 1919, contained in the Budget proposed by the retiring Council, together with the recommendations attached thereto, be approved and adopted, and that the Council be and it is hereby authorised to impose, collect and recover the rates, taxes, dues and fees recommended therein, and to raise, should it be considered expedient to do so, upon such terms and in such manner as the Council may in its discretion think fit, a sum not exceeding Tls. 3,400,000 or the equivalent of this sum, for the purposes defined in the estimate of Extraordinary Expenditure.

*Resolution VI.*—That the Council be and it is hereby authorised to approve and sanction any such extension or extensions of the railless tram system as it may from time to time consider desirable in the public interest and upon such terms and conditions as it may in its discretion think fit, provided that no right in regard to passenger or freight transport shall thereby be created in favour of any person, firm or company of such a character as will preclude this Community from availing itself of or from permitting the introduction of any other form of passenger or freight transport upon any route or routes traversed by the railless tram system.

*Resolution VII.—Election of Land Commissioner for the ensuing year.*

*Resolution VIII.—Election of four Governors of the General Hospital for the ensuing year.*

*Resolution IX.—Election of two members of the Permanent Education Committee.*

Ratepayers intending to ask questions in regard to the Accounts or other matters connected with the foregoing Resolutions, are requested to give notice of such intention before the Meeting, so that a full answer or other explanation may be given.

Ratepayers desirous of bringing forward additional motions, or of nominating duly qualified persons willing to serve under Resolutions VII, VIII and IX, are required to give notice thereof to the undersigned before 4 p.m. on April 2, for due publication.

By order,
N. O. LIDDELL,
*Secretary.*

Council Room,
Shanghai, March 29, 1919.

21828

## The Shanghai Sanitary Laundry Company, Ltd.

(Incorporated under the Hongkong Companies Ordinances)

## NOTICE

The public are advised that only a few shares are remaining unsold before going to allotment March 31st. Prospectus with application forms can be obtained from

**The Hongkong & Shanghai Banking Corp.**
12 The Bund

**Messrs. White, Cooper & Master**
(Company's Solicitors), 1 Museum Road

**The Hongkong & Shanghai Banking Corp.**
(Hongkew Branch), 9 Broadway
or the Company's Offices, 24 Kiangse Road, (Heffer & Co.)

Shanghai, 24th March, 1919.

21799

## BANK NOTES

ISSUED BY THE
**Deutsch-Asiatische Bank, Shanghai**

In accordance with instructions received from the CENTRAL BUREAU OF LIQUIDATION OF THE DEUTSCH-ASIATISCHE BANK, all bank notes either in Dollars or Taels issued by the SHANGHAI BRANCH of the above Bank must be presented for payment to the undersigned on or before the 15th April, 1919. After this date they will be considered null and void. Notes issued by other Branches must be presented for payment direct to the respective branch.

Bureau of Liquidation
of the Deutsch-Asiatische Bank,
Shanghai.
A. G. STEPHEN,
Liquidator.

By his Attorney,
A. D. BRENT.

21653

## Russian Lady Dentist

**Miss. A. Gauhman**

20 Nanking Road,
Time 9-12 : 2-6
Tel. 1916.

17387

## THE SHANGHAI-SUMATRA TOBACCO CO., LTD.

NOTICE TO SHAREHOLDERS.

Notice is hereby given that the Seventeenth Annual Meeting of Shareholders will be held at the Office of the undersigned (No. 1, The Bund) on Monday, the 31st March, 1919, at 4.00 p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts, for the year ended 31st October, 1918.

The Transfer Books of the Company will be closed from the 24th to the 31st March, 1919, both days inclusive.

By Order of the Directors,
GEORGE McBAIN,
General Agents.

Shanghai, 14th March, 1919.

21654

## JAPANESE VETERINARY HOSPITAL

DR. S. NAKANISHI
and
DR. G. KAWABE
Y-A 4 Barchet Road: Tel. N. 611
(near American Alliance Church)

20790

From Cottage to Palace is far - - - but we have managed to arrange from one extreme to the other in a fashion that meets the capacities of practically any pocket.

**V. K. SHEN & SON**
*Furniture Makers & Interior Decorators.*
9 BUBBLING WELL RD., SHANGHAI

## The Hing Wah Paste Mfg. Company, Limited

**Problem of high cost of living solved.**

**Our Macaroni, Paste Star, Vermicelli in coil and all soup stuffs, etc., are made from the choicest ingredients with the latest foreign-made machinery under the most hygienic conditions.**

**People living in China should consume the products of local industries, especially food stuffs.**

**We guarantee our goods are cheaper and fresher than imported goods.**

**Our goods have been examined and certified by the Hongkong Government Chemist.**

**Samples on application.**

**71 North Soochow Road.**
**Telephone Central 3385.**

## CARPETS

Come and see us before buying elsewhere. Our prices are the lowest: our goods are the best.

**TIENTSIN CARPETS AND RUGS**
Sheep or Camel Hair
Made to order from customers' designs.

**HWA YENG FACTORY**
127 Peking Road

## EDEN HOSPITAL

Dept. of Venerial Diseases
P372 Nanking Road
(Opp. Lloyd Road)
Hours: 10-12; 2-4 except Sunday
Special consideration to men in uniform
DR. JAMES YUKING, Supt.

## The Oriental Hospital

Surgical and Venereal Diseases: Injections of all kind of vaccines, serums and 1914 (606); Tests of blood, treatment by X Ray and Diathermy.
DR. K. WATANABE, A.M., M.D. (Japanese)
He studied medicine in Japan, America and Europe, so can speak English well.
21 HAINING ROAD
(fifth house from North Szechuen Rd.)
SHANGHAI
Tel. North 2279.

21666

## TURKISH BATH and MASSAGE ESTABLISHMENT

Swedish and Japanese Treatment. Prof. I. K. SETO, proprietor, 15 years' experience in U.S.A. Patients treated at their residence by special arrangement. Telephone N. 2768. 25 North Szechuen Road. Open 12 noon to 12 p.m.

## HONMA HOSPITAL

No. 8A Miller Road. Tel. N. 2961

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
X-Ray and Diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

## BRISTLES

WIDLER & CO. CHUNGKING

**SKINS**

Born 1915—Still existing

## NOTICE

**ARTHUR G. BERZIN, M.D.**
Physician and Surgeon.
Office hours: 11 a.m. to 1 p.m.
4 p.m. to 5 p.m.
European languages spoken.
**45 Boone Road**
(corner Quinsan Garden)

21734

## Yut Sae Chang & Co.

General Hardware Merchants, Wholesale and Retail, (Established 1881).
**A. 1284 Broadway, Shanghai**
Wire nails and tacks of all sizes, wire fencing, galvanised and glav.-barbed wire, nail pullers, brass specialities of every description, rubber heels and boot protectors, etc.

## T. Ichiki & Co.

**Phone North 2631.**
Dealer in
Musical Instruments and Music.
Y. 36, North Szechuen Road.

## TAKE ADVANTAGE OF THE HIGH EXCHANGE

Carry a Gold Dollar Account

WITH

**AMERICAN EXPRESS COMPANY**

No. 8 Kiukiang Road

## Flat-Tone

**THERE IS NOTHING SO DESIRABLE AS PAINTED WALLS.**

The soft, rich, restful effects that FLAT-TONE produces cannot be secured with any other kind of wall covering. A heavy, durable oil paint that can be cleaned, when soiled, is not easily marred, and does not crack or loosen, has much in addition to its artistic appearance to recommend it.

Although when measured by years of service given, and by general standards of economy, FLAT-TONE has always led, it is now under existing conditions almost invariably lower in initial cost than ordinary wall covering.

**INVESTIGATE FLAT-TONE BEFORE YOU DECORATE.**

**SHERWIN-WILLIAMS PAINTS & VARNISHES**

**Andersen, Meyer & Co., Ltd.**
DISTRIBUTORS
SHANGHAI

Peking, Tientsin, Tsinan, Hongkong, Kalgan, Urga, Hankow, Changsha, Canton, Vladivostok, Yunnanfu, Harbin.

## "Kavkas Mercury & Vostochnoe" Ltd.

**WAREHOUSING, INSURANCE AND TRANSPORT OF GOODS WITH ADVANCES.**
Established 1840.
HEAD OFFICE IN PETROGRAD

FOREMOST Russian Steamship Company. Owners of over 300 Cargo and Passenger steamers, plying on the Vola, Kama, Oka, Kura and Caspian Sea.

Inclusive through transport rates quoted and through Bills of Lading issued to all parts of the world.

SPECIAL FACILITIES GRANTED FOR SHIPMENTS TO AND FROM RUSSIA. Marine and War Insurance risk covered on first class policies at lowest current rates.

Charges and Invoices collected through our Branches and Agencies. BRANCH OFFICES AND WAREHOUSES IN ALL RUSSIAN TOWNS OF IMPORTANCE. Also in Great Britain, France, Italy and United States of America.

M. A. MORDUCOVITCH, Manager.
Telephone No. 1478. The Bund.

## MASON & CO.

**CONFECTIONERS**
No. 90 BUBBLING WELL ROAD. OPPOSITE RACE COURSE
**Fancy Cakes and Candies of French Style in All Descriptions**
Telephone Central 3829

# Fifth Avenue Welcomes Negro Veterans Back Home

## Men Of The 369th, Back From Fields Of Valor, Acclaimed By Thousands

New York's negro soldiers, bringing with them from France one of the bravest records achieved by any organisation in the war, marched amidst waving flags and cheering crowds yesterday from Twenty-third Street and Fifth Avenue to 145th Street and Lenox Avenue.

New York gave a big welcome to the 2,900 men, led by Colonel William Hayward, forming the 369th Infantry, formerly the Fifteenth Regiment of the New York National Guard, and the first veteran regiment of New York troops to return.

The negro soldiers were astonished at the hundreds of thousands who turned out to see them, and New Yorkers, in their turn, were mightily impressed by the magnificent appearance of these fighting men, who looked the part of a regiment which had been cited as a whole for bravery and 191 of whose members had won individual recognition.

Swinging up the avenue, keeping a step springy with the swagger of men proud of themselves and their organisation, their rows of bayonets glancing in the sun, dull-painted steel basins on their heads, they made a spectacle that might justify pity for the Germans and explain why the boches gave them the title of the "Blutestige schwartze manner," or "Bloodthirsty black men."

On the average, the regiment is made up of big men. With their overcoats, trench hats, and bayonet-tipped guns, the impression of their bigness was lightened, and whole platoons seemed to be made up of men of 7 feet or over. Most of them were grim visaged from force of habit when marching or at attention, and the helmet chin straps added a hardening touch, so New York got a pretty fair idea of how they had impressed the Germans.

**Hayward's Pride Justified**

Colonel William Hayward said the reception was certainly the greatest that returning soldiers had ever got, and that the only worry he had had was that his soldiers, after months of fighting and a long voyage, might have forgotten their parade manners and lost step under the excitement of the cheering crowds. But his men showed as little nervousness in Fifth Avenue as they did on the roads in the Champagne. They marched with the careless, natural precision of men who had long ago mastered the technique of their profession.

All along the line of march they heard joyously noisy greetings from their personal friends among the tens of thousands of black men and women on the sidewalks, but rarely did a marcher give a sign of recognition. Sometimes a man in the ranks would greet a friend or a relative with a flash of teeth and a nod that was no more than a slight exaggeration of the natural marching sway of the head.

At Thirty-fourth Street the men marched under a shower of cigarettes and candy, and such tokens were pitched at them at other points along the line, but the files did not waver for an instant. The gifts made no more impression on discipline than might dust or rain on an ordinary march. It was different, however, when the chocolate and cigarette showers fell upon the veterans halted and "at rest." The goodies were acceptable and received with shouts and smiles. From the windows of a building at Twenty-seventh Street some one started a shower of silver coins upon soldiers standing at attention. The command "at rest" came opportunely as the jingle of silver on steel helmets was heard, and the coins were pocketed, as mementoes of the last phase of the war.

The crowds found soldiers who would collaborate in gaiety and enthusiasm after the marchers had passed. They were in motor trucks, ambulances of the Woman's Motor Corps of America, and other machines, the wounded and convalescents, who were all through with iron discipline and glad to have it far behind.

Colonel Hayward, who walked at the head of his men, though he was just recovering from a wound, was the individual star of the first section of the parade, but the big man in the convalescents' section was Sergeant Henry Johnson, whose exploit was described and commended in an order of General Pershing. Johnson and Private Needham Roberts, both wounded, fought to a stand-still an attacking party of twenty-two Germans and left several of them on the field. Johnson cut up his men with a bolo knife, after his gun had jammed. So famous is Johnson and so great a hero among the negroes that an imposter made himself rich with gifts he received merely by posing as the great fighter.

Henry stood up in his machine almost throughout the parade, waving a big handful of red lillies, which had been presented to him by admirers on the arrival of the regiments from Long Island City on the Thirty-fourth Street ferry. His picture is nearly as well known in Upper Harlem as is that of General Pershing elsewhere in the country.

Shouts of "Oh, you Henry Johnson," and "Oh, you Black Death," resounded every few feet for seven long miles followed by condolences for the Kaiser's men. Johnson made a big hit at Sixtieth Street where officials and member of the Mayor's Committee, including William Randolph Hearst, were in the reviewing stand, but up in Harlem were the reviewers looked over the parade from a stand at 130th Street and Lenox Avenue, he threw the population into hysterics.

The welcome to the Harlem regiment reached its maximum at the uptown stand, where the negroes on their own ground greeted their own boys. For blocks along Lenox Avenue each way from the reviewing stand, the sidewalks were packed like a subway train at the rush hour. The windows were filled with faces, and the roofs were held in force. Thousands of flags fluttered, American flags, service flags, "Welcome Home" banners, square pieces of bunting with a composite of the flags of all the Allies. "Welcome to our Victorious Boys" was painted in huge characters on a field of white on a building opposite the stand.

Thousands and thousands of rattlesnakes, the emblem of the 369th, each snake coiled, ready to strike appeared everywhere, in buttonholes, in shop windows, and on banners carried by the crowd.

Scores of little black boys appeared in the grand stand and on the sidewalks in full uniform with rattlesnakes on their shoulders, tiny editions of their gallant fathers, and many young women wore costumes adapted from service overcoats and hats.

When the soldiers finally arrived in their own part of Harlem the multitude went wild with joy. Each person in the throng seemed to be shouting to a particular soldier and begging for a glance of recognition till the unison of voices became a mighty roar such as Harlem had never heard.

The crowd was too big for the police preparations so that in Harlem crowds broke into the street to be near their friends and relatives and formed little annexes to the marching platoons. That was the nearest they could get to their soldiers, who kept thir ranks and marched steadily ahead, in spite of the eager swarm of civilians at their heels.

**Counting The Decorations**

Men and women who could not win a glance from their friends in the line contented themselves with counting the crosses and decorations which adorned the breasts of one or more in nearly every file. William Morgan of 428 East Ninety-seventh Street and James Eavies of 111 West 137th Street, wounded men cited for bravery and sent home several weeks ahead of the regiment, were the big show before the paraders arrived. When their comrades marched up they bobbled into line with them.

Lieutenant James Europe, in spite of reports that he was down with pneumonia, was at the head of his celebrated band, whose "jazz" was in demand among American soldiers in all paris of France. He confined himself to dignified marching music all through the parade yesterday. The band started to play at 6 o'clock in the morning played incessantly during the railroad journey from Camp Upton to this city and continued to play through most of the march. They had little breath left, but made a brave effort when they finally got into their own community. Five of the instruments in the band were bettle-drums, presented by the French as a mark of the esteem in which the regiment was held by its French comrades. The 369th Regiment did all its fighting with the French. Another drum, which was beaten by Willie Webb of Louisville, Ky., was a trophy left behind by the Germans when, in an engagement in the Champagne, they were driven back so rapidly that they lost interest in bulky impedimenta.

At the end of their march the regiment was carried in special subway trains to the 71st Regiment Armory at Thirty-fourth Street and Park Avenue, to be feasted and entertained, but it was after 4 o'clock before the boys got around to their chicken dinner.

As soon as the soldiers started down-town, so did thousands and thousands of their relatives and friends, particularly the young women. All of the subway trains were jammed with them, and all spaces about the Armory were packed with negro women and girls, more than 10,000 of them, and a few men and children. The soldiers reformed in Park Avenue near the subway exits, and the welcomers were crowded to the sidewalk with difficulty by the police. When the soldiers stood at rest it was conversation time for them, and the crowd on the sidewalk, so that the whole neighborhood was soon ringing with laughter.

The women about the Armory made a brilliant piece of scenery, most of them clad in furs, coats of bright hues, waving plumes, and striking millinery. Gold earrings, of impressive size, glinted as their wearers shouted and shrieked with laughter.

The good-natured New York policemen, trained to handle all races without friction, were generally models of kindness in dealing with mothers anxious to break through to see their sons and girls eager to embrace their idols.

"Now, sister, you can't get through here," said a policeman restraining an excited girl. "Just wait a day or two and he'll be home."

**Won From Chicken Temptation**

Many of the soldiers did not linger to pick the chicken bones clean, but hurried out to the street, looking for mothers and sweethearts. The first to appear was identified with shouts of "Johnny," and a while family broke through the police lines and hung themselves upon his neck. By the time he got to the sidewalk, he was encrusted with a whole neighborhood. Some of the policemen took advantage of the current toward this first "free" soldier, to increase the circulation on the pavement.

"Run along, now. There's your Johnny," said one to a young woman, who had anchored herself.

"I don't want no 'Johnny.' I want Sam," she replied.

Sam arrived a few minutes later, got some resounding smacks and stood with his arms around the girl, talking until she pleaded nervously that they might be arrested if they stayed too long on one spot.

"There ain't no man goin' to arrest you this day," said Sam.

Others popped out from the Armory one after another, and each soon looked like an opposition half back with a whole female football team on his back. Each man was complimented on his grand appearance by his women folk, and all agreed that war had wrought improvement. Most of the boys came back wearing the war zone mustache, about three-quarters of an inch from tip to tip, close-cropped as, as they are affected by dashing officers. Each of these adornment produced its individual sensation, rivaling even the medals and wound stripes, dented helmets, scars, and other proofs of valor.

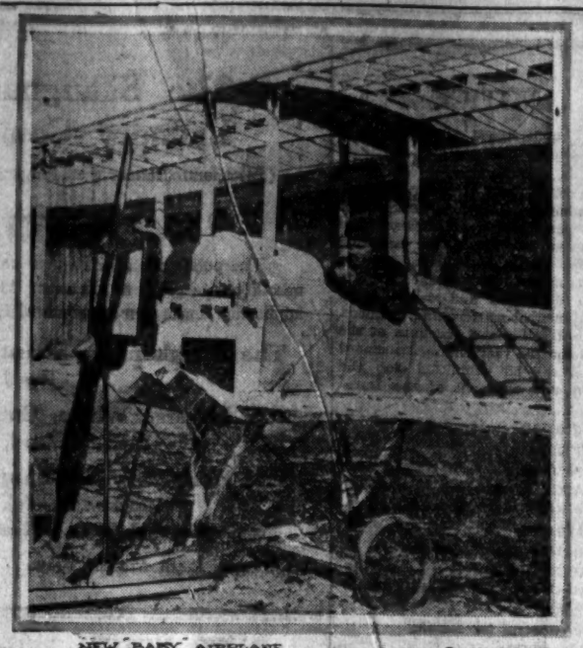
**Seeking A Place In The Sun**

Women and girls, who either had no claim upon any one man in the regiment or could not find him, hung about the groups which had appropriated a veteran, yearning for a chance to take some part in the proceedings. An undeniably pretty girl in a handsome red coat, and her mother in real sealskins, found an unclaimed veteran outside the Armory and set things in motion by inquiries about his helmet. He showed it, explained its uses and history. His stripes, belt, and medals were next in the order of business. By that time the hero was securely in the net, and soon was guiding the beauty by the arm through the crowd at the entrance to the Armory, her mother chaperoning.

The men and their friends packed the Armory. The white officers of the regiment, mostly big men, bemedalled and swelling with pride over their negro soldiers, could not have been more courteous and attentive to the visitors if the affair had taken place in the White House, holding long conversations with negro mothers, wearing gold stars. Colonel Hayward and other higher officers were continually stopped by men and women, relatives of friends of the soldiers, with inquiries to which they responded at length. It was plain that the 369th was one big family.

The poor "jazz" band, done with ten hours of continuous music, lay on the floor, several of its members asleep. The soldiers stood by their stacked guns, hundreds of them with their arms around their mothers or their sweethearts, talking incessantly but never letting go for a moment. Some of the men, who happened to come from other towns, had no acquaintances to greet them and sat about in groups, competing to make the best impression on the girls who were bringing their chicken dinners.

# New 'Baby' Airplane Which May Revolutionise Plane Industry



NEW BABY AIRPLANE ©INTL.

Asa G. Kimball, an enterprising inventor of Saugus, Mass., has developed a "baby" airplane which he claims will revolutionise the plane industry. The entire plane weighs no more than 400 pounds and is equipped with a Ford automobile motor. The plane is guaranteed to remain in the air for two and a half hours. The photo shows Mr. Kimball about to start on a flight in his new plane.

## Chengtu News Notes

China Press Correspondence

Chengtu, March 11.—The Chengtu Military Conference has come to an end. It transpires that one of the resolutions adopted is to reduce the number of soldiers in Szechuen. This will make a fine show of pacifism, and demonstrate, of course, that the Southern party hereabouts hates burdening the country with worse than useless armed idlers.

But when the resolution is examined carefully it appears that only those soldiers with obsolete arms are to be put off the army roll. They are no good as fighters, why keep on paying them? The effectives will be as numerous as before and the party no less powerful. This is how our Szechuen militarists reform themselves and put up a good face to the nation.

Another resolution adopted is to set about making macadamised roads. One is to run from Chungking to Chengtu, one from Chengtu to Mienchow and a third from Chengtu to Yochow. There is no gainsaying the laudableness of such a project; our Szechuen roads are infamous; we have been clamoring for many years for good roads, but even this our military benefactors are going to turn to their own account. The "discharged" soldiers are to be used in the making of these and should there be any call in the future for their militant services there will be no trouble in finding trained men all ready for any expedition demanded.

Just so; but what we want is the elimination of the military despotism in Szechuen and the crippling of the power of these Generals. They must be made subordinate to the civil will. We want roads and many other things but no more multiplying of regiments to gather spoils for favored individuals. We want a civil government; no less and no more.

The Chengtu spring flower fair promises to be one of the best for several years. All flower lovers know the wealth of the west in this respect. But all do not know there has been an annual flower fair at Chengtu for over two milleniums. Before even the Chinese came to Szechuen, or Shuh as it was then called, the natives held a semi-flower-show flower market. In the Tang dynasty, etc., the grounds were even elaborated into fairy gardens. So the citizens love still their great yearly pleasure rendezvous and this year, they say, it will pass all recent dimensions.

Our arcade that was burned out last year has been rebuilt and re-opened. A new one to the side has been added. It will be opened soon. We shall then have three arcades in the city where the well-to-do and the fashionable can loiter in and make purchases.

## Hangchow College Notes

China Press Correspondence

Hangchow, March 28.—The first debate in the recently organised East China intercollegiate series was held at the college Friday night between the Nanking University team and the Hangchow College debaters. The subject was, Resolved, That China should adopt universal manhood suffrage. Nanking defended the affirmative and Hangchow the negative.

The decision of the judges was in favor of the affirmative and the Nanking team will accordingly debate in the finals against the winner of the St. Johns-Shanghai College debate.

The debate was held in the new college chapel and there was a large attendance. The standard of English and of delivery was exceptionally high considering the fact that this is the first time such a contest has been held. The ability of the visitors was especially praiseworthy.

The members of the Nanking team were Chen Kwai-tz, Yung Kya-yun and Lin Chung-sung. The Hangchow debaters were Yu Gyi, Ku Twen-zu and Paul Lu. The judges were Mr. E. E. Barnett of the Hangchow Y.M.C.A., Mr. Wu, secretary to the Commissioner of Foreign Affairs of Hangchow, and Mr. H. Clements of Shaoshing. The Nanking team was coached by Professor Marx, the Hangchow team by Professor F. D. Scott.

On Friday, the 21st, Mr. Hsiung Hsi-ling, Conservation Commissioner of Hunan and former premier, with Mr. C. C. Nieh of Shanghai and their party, were entertained at a dinner given by the college. Mr. Hsiung later addressed the students.

Word has come from America of a legacy of $2,000 having been left to the college, the income to be used for scholarships. The gift was made through a committee of the Southern Presbyterian Church at Nashville, Tenn.

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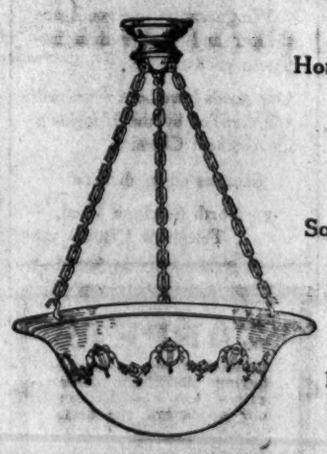

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# Chinese Written Pictures

*The first results of collaboration between a sinologue and a poet are found in the February number of "Poetry," which prints eleven poems from the Chinese translated by Mrs. Florence Ayscough of Shanghai. The English version is by Amy Lowell. These will be published in* THE CHINA PRESS *at some future date.*

*In the following article, also taken from "Poetry," Mrs. Ayscough explains that but a faint conception of the possibilities of collaboration of a sinologue and a poet is possible.*

By Florence Ayscough

Of late years, considerable attention has been attracted to Chinese poetry and to Chinese painting; but as yet the art peculiar to the Far East, the art considered by the Chinese as the most perfect medium by which "man can express himself, can record the reactions of his personality to the world he lives in" has entirely escaped notice. I refer to the Tzu Hua—"written pictures" or "hanging-on-the-wall poems."

It is of course quite natural that this should be the case: general knowledge of the Far East, of its customs, its art, its theory of life, its reactions to its environment, has been, is, and must be for some time to come, superficial. While a knowledge of its language, without which real comprehension is impossible, has been attained by comparatively few Occidentals. It seems likely, therefore, that the Tzu Hua will remain unnoticed and unappreciated until a much closer understanding is established with the Far East.

Yet what art could be more subtle, more refined, more truly aesthetic! A beautiful thought perpetuated in beautiful handwriting and hung upon the wall to suggest a mental picture—does not the possession of such a medium rouse the envy of Occidental imagists, who are indeed the spiritual descendants of the East?

In China, the arts of poetry and calligraphy have their common root in the ideographs which form the written language; these wonderful ideographs and the art of calligraphy are vividly described by Lafcadio Hearn in his "Glimpses of Unfamiliar Japan:"

"No rigid convention fetters the fancy of the calligraphist; each strives to make his character more beautiful than any others, and generation upon generation of artists have been toiling from time immemorial with the like emulation so that through centuries of tireless effort and study the primitive ideograph has been evolved into a thing of beauty indescribable. It consists only of a certain number of brush strokes, but in each stroke there is an indescrible secret art of grace, proportion, imperceptible curve, which makes it seem alive, and bears witness that even in the lightning moment of its creation the artist felt for its ideal shape equally along its entire length."

In writing thus, however, Hearn refers only to form, he does not mention what constitutes the soul of the character, which is its composition. These marvelous collections of brush strokes which we call Chinese characters are really separate pictographic representations of complete thoughts. Complex characters are composed not of strokes but of more simple characters, each having its own peculiar meaning and usage; thus, when used in combination, each plays its part in modifying either the sense or the sound of the complex; it is therefore impossible to seize a poet's complete meaning unless each character is analysed and broken up into its component parts; this can only be done by a careful study of the ideograph in its original form. Many have been so altered during the centuries which have passed since they were first traced, as to be almost unrecognisable.

About 200 A. D., realising that this alteration was taking place, a scholar named Hsu Shih wrote the dictionary known as the Shuo Wen Chieh Tzu or the Speech and Writing Characters Untied, containing about 10,000 characters in their primitive and final forms. This work is on the desk of every scholar in the Far East and is studied with the greatest reverence. Many editions have appeared since it was written, and by its aid one can trace the genealogy of characters in the most complete manner. While translators are apt to ignore this important matter of "genealogy," if one may so call it, of the characters, it is ever present in the mind of the Chinese poet or scholar who is familiar with the original form, indeed he may be said to find his overtones in the actual composition of the character he is using.

In a recent review of a volume of Chinese poetry, a critic in the London Times writes:

"The difference seems to be that the Chinese poet hardly knows he is one. The great poets of Europe, in their themes and their language, insist that they are poets—what they do is accompanied with a magnificent gesture; but the Chinese starts talking in the most ordinary language and voice of the most ordinary things, and his poetry seems to happen suddenly out of the commonplace as if it were some beautiful action happening in the routine of actual."

This critic can have no knowledge of the Chinese language, as nothing can be further from the truth than his remark. It is true that the Oriental poet finds his themes in the most ordinary affairs of everyday life, but he describes them in a very special, carefully chosen medium. The simplest child's primer is written in a language never used in speaking, while the most highly educated scholar would never dream of using the same phrase in conversation which he would use were he writing an essay, a poem, or a state document; nor would he use the same written style for these three conditions. For instance, in speaking of "sunset" one would probably say, in Chinese, quite simply "sun down;" in writing a poet would, however, employ a character which means "the sun disappearing in the grass at the horizon;" a character which in its primitive form was an actual picture of the sun vanishing in long grass. Each language—the spoken, the poetic, the literary, the documentary has its own construction, its own class of characters, and its own symbolism. A translator must therefore make a special study of whichever he wishes to render.

Although several great sinologues have written on the subject of Chinese poetry, none, so far as I am aware, has devoted his exclusive attention to the poetic style, nor has any translator availed himself of the assistance, so essential to success, of a poet, that is, one trained in the art of seizing the poetic value in shades of meaning; while, on the other hand, such poets as have been moved to make beautiful renditions of Chinese originals, have been hampered by inadequate translations. In a word, English translations of Chinese poetry, have not, as yet, been the result of collaboration between a sinologue and a poet. We have therefore but a faint conception of its possibilities.

It is time that a knowledge of Chinese art should come from a direct study of native sources. Although we are deeply indebted to the Japanese for all that they have done to make the whole subject comprehensible, we must never forget that in accepting their opinions and their renditions we are accepting those of a people alien to the Chinese, a people who differ widely in their philosophy, their temperament, and their ideals; a people who although they have borrowed the ideographies of the Chinese have, in many case, modified and altered the original meanings. For this reason, Chinese poems translated from Japanese transcriptions cannot fail to lose some of their native flavor and allusion, indeed it is not possible that they come very near the originals.

It is impossible to more than hint at a few of the points which further study of Chinese poetry will bring out clearly; we have for instance, not mentioned the characteristic method of reading poems in a modulated chant, which is well described by Mrs. Tietjens in Poetry for October, 1916. She confines her remarks to the Classics; they apply, however, to a much wider field.

The poems which appear in the current issue are taken from a collection of Tzu Hua once in the possession of a Chinese gentleman of keenly aesthetic taste, and are excellent examples of an art universally popular in China.

It is a thousand pities that the readers of poetry cannot realise how extremely literal Miss Lowell's arrangements are. Her remarkable gift, first shown in "Six French Poets," for seizing the essence of the allusion which a poet wishes to convey, has enabled her to render in a phrase the different parts of a complicated character in using which the poet expresses a complete thought.

It is only by digging until the very roots of the character are laid bare that Chinese poetry can be really understood.

## TRADE BY PARCEL POST

**Its Advantages Toward The Extension Of Foreign Trade**

New York, February 1.—G. M. Jones, Assistant Chief of the Bureau of Foreign and Domestic Commerce, has made a report on the use of the parcel post as an aid to trade. In it he says that, because of its intimate connection with the promotion of foreign commerce, the bureau has a special interest in the extension of the international parcel post. It is in the extension of markets for manufactured goods that the parcel post will have its greatest value. The parcel post is, so to speak, a wedge by which foreign markets are entered.

Before large orders are placed foreign importers will usually insist on having samples of the goods, or a small trial order will be placed. If the goods are delivered satisfactorily and economically, the way is opened to a profitable business. On the other hand, if the exporter is obliged to decline the initial request because facilities for making shipment are lacking, his prospect of doing further business vanishes. Rather than decline orders from countries to which no parcel post service is in force, some of the larger houses adopt indirect means of making shipments at greatly increased expense, such as shipping the packages to British ports to be forwarded through the British parcel post.

On account of the difficulties involved, this course is not usually open to the smaller exporters, and the first attempts at exporting have often met with so many discouragements that the export trade has been abandoned to the more experienced firms. With a more complete parcel post service, foreign markets would be opened to many manufacturers without special export organisations, while the older firms would be able to extend their business greatly. As a direct result of an extension of the parcel post goods shipped on repeat orders would undoubtedly be exported to many times the value of the introductory parcel post shipments.

The parcel post package is the representative in foreign lands of American industry. It stands in the position of the commercial traveler soliciting orders, and on its efficiency depends the continuation of profitable business.

It is unnecessary to mention that the principal European countries have service to almost every corner of the earth. A mere enumeration of the countries reached by the British parcel post, but to which there is no service from this country, shows at once the great advanage with which the British firms enter the foreign field. Right at our very doors are Canada and Cuba, with which we have no regular parcel post conventions, and other countries with which we have parcel post arrangements and which offer excellent prospects for increased business include Spain, Switzerland, British India, Egypt, the Union of South Africa, Algeria, Morocco, and a large number of the smaller countries. To each of these the British exporter can send his personal representative direct in the form of a parcel post package, but American exporters cannot.

Account must be taken of the difficulties in the way of extending or improving parcel post facilities. It is not always possible to conclude arrangements with foreign Governments even after every reasonable concession has been made. In some foreign countries the large importing houses have bitterly opposed any arrangements that would simplify direct imports, and after a convention has been concluded its benefits may be largely annulled by the imposition of annoying requirements. We have seen the parcel post service in Argentina so burdened with charges and formalities as to have lost most of its value.

Such conditions are entirely beyond the control of the Post Office Department and require the assistance of other Government agencies. In these cases the State Department can often lend its weight, and American firms through their foreign connections can sometimes smooth over the difficulties by influencing local sentiment.

## Shanghai Silk Market

Messrs. Wm. Little and Co. report as follows:

White Silk.—The market still continues dull and although at one time silkmen were hopeful of inquiry from America this so far has resulted only in a couple of purchases at Tls. 5-10 down.

The market in Japan is reported firm at Yen 50 advance.

Tsatlee.—Blue Elephant Tls. 490.

Tsatlee Filatures.—Bicycle, A. B., C. Tls. 517½ av.

Tsatlee New Style.—M.H.Y. Blue Dragon and Feima, Ex. 1, 2, Tls. 600 av. Black Lion, 1, 2, Tls. 550 av. Three Arrow, 1, 2, Tls. 550 av.

Steam Filatures have continued in demand at full rates for contract cargo but stock sizes are open to concessions.

Yellow Silks have been in demand but higher rates generally asked is causing inquiry to ease off.

Tussah Filatures 8 coc.—A single purchase of Best grades is reported at Tls. 390 av.

## COMING COMPANY MEETINGS

The 17th annual meeting of the Shanghai-Sumatra Tobacco Co., Ltd., will be held at 3 The Bund tomorrow afternoon at 4 o'clock.

The Anglo-French Land Investment Co., Ltd., will hold its 13th annual general meeting at 2 Kiukiang Road on the afternoon of April 4 at 4 o'clock.

The 24th ordinary general meeting of the Shanghai Hotels, Ltd., will be held at 14 Kiukiang Road on Tuesday afternoon at 4.30 o'clock.

Shareholders of the Bute Plantations (1913), Ltd., will meet for their sixth annual general meeting at 2 Kiukiang Road on the afternoon of April 8 at 4 o'clock.

The ninth annual general meeting of the Anglo-Dutch (Java) Plantation, Ltd., will be held at 13 Nanking Road on April 7 at 4 o'clock in the afternoon.

The Shanghai Horse Bazaar and Motor Co., Ltd., will hold its 16th annual meeting at the company's offices a week from Monday at 5 o'clock in the afternoon. The transfer books will be closed from April 1 to 8, inclusive.

## Cotton Market

In their report for week ending March 29, Messrs. J. Spunt and Co. write as follows:

China Cotton.—The market during the past week has been practically at a standstill and outside of a few thousand piculs that have changed hands against short coverings the mills may be said to be entirely out of the market, a good few of them having stocks to keep them going for another three months.

The cotton situation today is difficult to guage and while reports from America seem to lean on the bullish side those from our Liverpool friends are becoming distinctly bearish, which goes to prove that the sentiment is divided. Locally, outside of a few stragglers, the opinion does not favor any rise of consequence and under the circumstances the attitude adopted by the local mills seems justifiable.

The situation, therefore, must be watched carefully as in these times of heavy fluctuations the least rise in America may change local sentiment, against which, however, we must remember that stocks of China cotton are abnormally large this season. Tone of the market, weak.

Liverpool:
Egyptian Cotton, F. G. F. Sakellaridis ..... 27.09
Price of Fine M. C. Bengal... 12.07
Price of Good Middling ..... 16.10
Price of Good Middling last reported ..... 15.86
Tone of market, quiet.
New York Market:
Price of Mid American... 23.80 May. 21.12 Aug.
Market, quiet.
Indian Market:
Broach, New Crop. Rs. 504 per candy.
Market, steady.

## Share Market

In their report for week ending March 27 Messrs. J. P. Bisset and Co. write as follows:

Transactions in cottons continue to absorb the attention of the market almost to the exclusion of other stocks. At the close of last week the bullish tendency of the market appeared to have eased off somewhat, but a renewed demand set in and once again fresh record quotations have been created. It is interesting to compare present rates with those obtaining a month ago.

| | Present Quotations Cash | June | Cash Quotation on 28/2/1919 |
|---|---|---|---|
| | Tls. | Tls. | Tls. |
| Ewos ..... | 240.00 | 250.00 | 180.00 |
| Kungyiks ..... | 24.00 | 26.00 | 15.00 |
| Laou Kung Mows. | 150.00 | — | 130.00 |
| Orientals ..... | 75.00 | — | 66½.00 |
| Shanghan Cottons | 180.00 | — | 160.00 |
| Yantzepoos ..... | 11.10 | 11.50 | 9.15 |

Langkats closed at Tls. 12½ x.d. Loan and Explorations being at Tls. 5 and 4 respectively. Rubbers remain in good demand at quoted rates with few shares coming into the market.

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**Kryptoks**

**CHINESE OPTICAL CO.**
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## Stock Exchange Transactions

Shanghai, March 29, 1919.
BUSINESS DONE
Official
Kota Bahroes Tls. 5.75
Repah Tls. 0.85
Oriental Cotton Tls. 75.00
Kungyik Cotton Tls. 24.50
Kungyik Cotton Tls. 24.50 June
Yangtszepoo Cotton Tls. 10.60
Unofficial
Shanghai Land 6% Debs. 1905 @ Tls. 89.00
Semambus Tls. 0.90
New Engineering Tls. 24.00 June
Kungyik Cotton Tls. 23.50 June
Kungyik Cotton Tls. 22.90
Kungyik Cotton Tls. 23.00 cash
Yangtszepoo Cotton (Ord.) Tls. 11.00
Yangtszepoo Cotton (Ord.) Tls. 11.20 June

## Sharebrokers' Association Transactions

Shanghai, March 29, 1919.
BUSINESS DONE
Official
Dominions Tls. 6.75 cash
Unofficial
Batu Anam Tls. 0.85 cash

## Rubber Prices

Messrs. R. N. Truman and Co. have received the following telegraphic report from their Singapore Agents in connection with the last weekly report auctions held on Wednesday March 26, 1919.

Average price realised:

No. 1 Smoked Sheet—$76½ per pound equivalent to 1s. 9½d. ex warehouse Singapore.

No. 1 Crepe—$77½ per pound equivalent to 1s. 10d. ex warehouse Singapore.

Market easier, demand slow. Offered 1,080 tons sold 667 tons.


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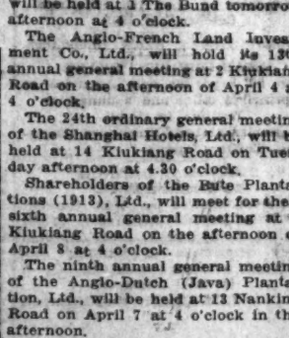


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This advertisement is issued by the British-American Tobacco Co., Ltd.

# Chinese and Foreign Banking Announcements

## Exchange and Bullion

Shanghai, March 29, 1919.

**Money And Bullion**

Sovereigns: buying rate
@ 4/8=Tls. 4.28
@ exch. 72.6=Mex. $5.90
Gold Dollars: Bank buying rate
@ 107½=Tls. 93.02
@ 72.6=Mex. $128.13
Mex. Dollars: Market Rate: 72.3
S'hai Gold Bars: 978 touch Tls. 278
Copper Cash ..... per tael 1866
Native Interest ..... Tls. .07

Bar Silver ..... 49 7/16d.
Bank Rate of Discount .... 5%
Ex. Paris on London nom. Fr. 27.45
Ex. N.Y. on London nom. T.T. G.$4.64

**Exchange Closing Quotations**

| | |
|---|---|
| London | T.T. 4/8 |
| London | Demand 4/8½ |
| India | T.T. 310 |
| Paris | T.T. 630 |
| Paris | Demand 633 |
| New York | T.T. 107½ |
| New York | Demand 107¾ |
| Hongkong | T.T. 68 |
| Japan | T.T. 46½ |
| Batavia | T.T. 272½ |
| Singapore | T.T. 50½ |

**Banks Buying Rates**

| | |
|---|---|
| London | Demand 4/9 |
| London | 4 m/s. Cdts 4/10 |
| London | 4 m/s. Docy. 4/10½ |
| London | 6 m/s. Cdts. 4/10½ |
| London | 6 m/s. Docy. 4/10¾ |
| Paris | nom. 4 m/s. 661 |
| New York | o/d. Docy. 109½ |
| New York | 4 m/s. Docy. 113½ |

**Roubles Exchange**

Today's Bank Buying Rate For Roubles

Roubles 1,900 ..... =Tls. 100
Roubles 100 ..... =Mex. $7.25

**Customs House Exchange Rates For March**

| | | | |
|---|---|---|---|
| Hk. Tls. | 3.83 @ 4/8½ | | £1 |
| " | 1 @ 609½ | Francs | 6.79 |
| " | 0.81 @ 111½ | Gold | $1 |
| " | 1 @ 46½ | Yen | 2.42 |
| " | 1 @ 15 | Rupees | 3.92 |
| " | 1 @ 1.50 | Mex. | $1.50 |
| " | 1 @ — | Roubles | — |


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| Reserve Liability of Shareholders | £2,000,000 |

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W. Foot Mitchell, Esq.
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The London County and Westminister Bank, Limited.
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| | | |
|---|---|---|
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| Calcutta | Kobe | Singapore |
| Canton | Kuala-Lumpur | Shanghai |
| Cebu | Madras | Sourabaya |
| Colombo | Manila | Taiping |
| Delhi | Medan | (F. M. S.) |
| Haiphong | New York | Tavoy (Lower |
| Hankow | Peking | Burma) |
| Hongkong | Penang | Tientsin |
| | Yokohama | |

*Shanghai Branch* 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

## BANQUE DE L'INDO-CHINE

| | |
|---|---|
| Capital | Frs. 48,000,000.00 |
| Reserve | Frs. 50,000,000.00 |

*Succursales et Agences:*

| | | |
|---|---|---|
| Bangkok | Hanoi | Saigon |
| Battambang | Hongkong | Shanghai |
| Canton | Mengtze | Singapore |
| Djibouti | Noumea | Tientsin |
| Dondichery | Peking | Tourane |
| Haiphong | Papoete | |
| Hankoou | Pnom-Penh | |

*Bankers:*
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

## The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

P. C. KONG,
Manager.

## Hongkong & Shanghai Banking Corporation

| | |
|---|---|
| Paid-up Capital | $15,000,000 |
| Reserve Funds:— | |
| Sterling £1,500,000 @ 2/- | $15,000,000 |
| Silver | 21,000,000 |
| | $36,000,000 |
| Reserve liability of Proprietors | $15,000,000 |

Head Office: HONGKONG
*Court of Directors:*
J. A. Plummer Esq., Chairman.
E. V. D. Parr Esq., Deputy Chairman.
A. H. Compton Esq.
Hon. Mr. S. H. Dodwell.
G. T. M. Edkins Esq.
C. S. Gubbay Esq.
Hon. Mr. P. H. Holyoak.
Hon. Mr. D. Landale.
W. L. Pattenden Esq.

*Chief Manager.*
Hongkong—N. J. STABB.

*Branches and Agencies:*

| | | |
|---|---|---|
| Amoy | Ipoh | Penang |
| Bangkok | Johore | Rangoon |
| Batavia | Kobe | Saigon |
| Bombay | Kuala-Lumpur | S. Francisco |
| Calcutta | London | Shanghai |
| Canton | Lyons | Singapore |
| Colombo | Malacca | Sourabaya |
| Foochow | Manila | Tientsin |
| Hankow | Nagasaki | Tsingtao |
| Harbin | New York | Vladivostock |
| Iloilo | Peking | Yokohama |

*London Bankers:*
London County Westminister and Parr's Bank, Ltd.

*Shanghai Branch:* 12, The Bund.
*Sub-Agency:* 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

## Russo-Asiatic Bank

| | Roubles. |
|---|---|
| Capital (fully-paid) | 55,000,000 |
| Reserve Fund | 26,960,000 |
| | Kug. Tls. |
| Capital Contributed by the Chinese Government | 2,500,000 |
| Reserve Fund | 1,750,000 |

*Head office:* PETROGRAD.
*Paris office:* 9 Rue Boudreau.
*London office:* 64 Old Broad Street, E.C. 2.

*Bankers:*
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Sciete Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

| | | |
|---|---|---|
| Bombay | Hailar | Nicolayewsk |
| Chanchun | Hankow | O/Amur |
| (Kwan-chendze) | Harbin | Peking |
| Chefoo | Hongkong | Shanghai |
| Dairen (Dalny) | Manchouli | Tientsin |
| | Newchwang | Vladivostock |
| | | Yokohama |

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.
Local Bills discounted. Special facilities for Russian Exchange.
Foreign Exchange on the principal cities of the world bought and sold.
Safe Desposit Boxes.
L. JEZLERSKI,
G. CARRERE.
Managers for Asia.

## The National Commercial Bank, Ltd.

(Formerly The Chekiang Shing Nih Chartered Bank Ltd.)
Established 1907.

| | |
|---|---|
| Paid-Up Capital | $1,000,000.00 |
| Reserve Fund | 266,000.00 |

*Head Office: Shanghai*
14, Peking Road.
Managers' Office Central 2650
Tel.: General: Central 2613 & 2614

*Branches:*
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Interest allowed on Savings Account at 4% per annum.

Credits granted on approved securities.

Every description of Banking and Exchange Business transacted.

Modern Safe Deposit Boxes For Rent

SHU CHIN MIH, Sub-Manager.
SHEN CHU HSU, Manager.
D. C. YANG, Sub-Manager.

## The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

| | |
|---|---|
| Authorised Capital | $60,000,000.00 |
| Paid-Up Capital | $12,279,800.00 |
| Reserve Fund | $1,298,552.60 |
| Special Reserve Fund | $1,898,933.68 |

HEAD OFFICE: PEKING.
Branches and Agencies:

| | | |
|---|---|---|
| Peking | Taiyuan | Shanghai |
| Tientsin | Kaifong | Hankow |
| Changchun | Wuhu | Ichang |
| Antung | Anking | Changsha |
| Dalny | Hangchow | Nanchang |
| Moukden | Ningpo | Kiukiang |
| Newchwang | Nanking | Foochow |
| Harbin | Chinkiang | Amoy |
| Kirin | Hsuchow | Canton |
| Tsinan | Soochow | Hongkong |
| Chefoo | Wusieh | Swatow |
| Tsingtau | Yangchow | Chungking |

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

## Hongkong & Shanghai Banking Corporation

**Savings Bank Office:**
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

## Commercial Bank of China

*Head Office:* SHANGHAI

| | |
|---|---|
| Subscribed Capital Sh. Tls. | 5,000,000 |
| Paid-Up Capital Sh. Tls. | 2,500,000 |

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

## 中 華 匯 業 銀 行 Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
*Head Offices: Tientsin*

| | |
|---|---|
| Subscribed Capital | $2,000,000 |
| Paid-Up Capital | $1,020,000 |

*Managing Director:*
SUN TAO SAN.
*Deputy Managing Director:*
NIEH CHI-WEI.

Branches and Agencies in Domestic Cities:

| | |
|---|---|
| Tientsin | Chinkiang |
| Shanghai | Soochow |
| Peking | Wusieh |
| Hankow | Hangchow |
| Nanking | Ningpo |
| Yangchow | Shaohsing |
| Hsuchow | Canton |
| Pengpu | Hongkong |
| Changchun | Changteh |
| Antung | Chengchow |
| Kiukiang | |
| Tsinkiangpu | |

Agencies and Correspondents in foreign countries:
London: International Banking Corporation.
New York: International Banking Corporation.
San Francisco: International Banking Corporation.
Boston: American Express Company.
Tokio: Bank of Chosen.
Kobe: Bank of Chosen.
Osaka: Bank of Chosen.
Yokohama: Bank of Taiwan.
And also other principal cities in foreign countries.

SHANGHAI BRANCH,
S.441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
T. D. ZAR, Sub-Manager.

## International Banking Corporation

*Head Office:*
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $6,500,000
Undivided Profits ...U.S. $2,118,579.84

H. T. S. Green,
President & General Manager.
*London Office:*
36 Bishopsgate, E. C.
*San Francisco Office:*
232 Montgomery Street.

*Far Eastern Branches*
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.
*West Indian and Central American Branches:*
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio, de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

## The Bank of Canton, Limited.

Incorporated 1912.

| | |
|---|---|
| Capital (fully paid) | H.$2,000,000.00 |
| Reserve Fund | H.$ 240,000.00 |
| Investment reserve fund | H.$ 40,000.00 |

**Head Office**
No. 6 Des Voeux Road, Hongkong.

**Shanghai Office**
No. 2 Ningpo Road

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

## BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

**Capital: Kuping Taels 10,000,000**

**HEAD OFFICE: PEKING**

Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

**SHANGHAI BRANCH**
**35 Szechuen Road.**

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

## Yokohama Specie Bank, Limited

(Established 1880.)

*Head Office:* YOKOHAMA JAPAN.

| | |
|---|---|
| Capital Subscribed | Yen 48,000,000 |
| Capital Paid-up | Yen 42,000,000 |
| Reserve Fund | Yen 25,000,000 |

*London Bankers:*
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

*Branches and Agencies*

| | | |
|---|---|---|
| Batavia | Los Angeles | Seattle |
| Bombay | London | Shanghai |
| Buenos Ayres | Lyons | Shimonoseki |
| Calcutta | Manila | Singapore |
| Changchun | Mukden | Sourabaya |
| Dalny | Nagasaki | Sydney |
| Hankow | Newchwang | Tientsin |
| Harbin | New York | Tokio |
| Hongkong | Osaka | Tsinanfu |
| Honolulu | Peking | Tsingtau |
| Kalyuen | Rangoon | Valdivostock |
| Kobe | S. Francisco | |

*SHANGHAI BRANCH*
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

## Banque Industrielle de Chine

**Capital ..... Francs 45,000,000**
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
**THE GOVERNMENT OF THE CHINESE REPUBLIC**
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
**Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou**

**BANKERS:**
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana
Credito Italiano

**Taels, Dollars, Gold Accounts**
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

## The Mercantile Bank of India, Ltd.

| | |
|---|---|
| Authorised Capital | £1,500,000 |
| Subscribed Capital | 1,125,000 |
| Paid-up Capital | 562,500 |
| Reserve Fund | 659,000 |

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint Stock Bank, Ltd.

Branches & Agencies.

| | | |
|---|---|---|
| Bombay | Howrah | Madras |
| Calcutta | Handy | Penang |
| Colombo | Karachi | Port Louis |
| Delhi | Kota Bahru | (Mauritius) |
| Galle | (Kelantan) | Rangoon |
| Hongkong | Kuala Lumpur | Shanghai |
| | Singapore | |

*Shanghai Branch.*
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

## The Shanghai Commercial and Savings Bank, Ltd.

9, NINGPO ROAD

| | |
|---|---|
| Capital (Paid-up) | $600,000.00 |
| Reserve Fund | $ 15,000.00 |
| Deposits (Dec., 1918) | $3,400,000.00 |

Accounts carried in dollars, taels or foreign currencies.

Banking by Mail.

Credit granted on approved securities.

Drafts, both domestic and foreign, purchased or sold.

Exchange of dollars, taels and foreign currencies.

Pocket Savings Bank, for saving small coins.

SAFE DEPOSIT BOXES for rent.

K. P. CHEN,
General Manager.

## Banque Belge Pour L'Etranger

**Filiale de la Societe Generale de Belgique**
**Societe Anonyme**
**Paid-Up Capital .. Frs. 30,000,000**

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam.

*President:*
JEAN JADOT
Gouvernor Societe Generale de Belgique.

*Bankers:*
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte de Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

## Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Rseerve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
*Agencies in Holland:*
THE HAGUE and ROTTERDAM.

*Branches:*

| | | |
|---|---|---|
| Bandjermasin | Medan | Singapore |
| Bandoeng | Padang | Soerabaya |
| Cheribon | Palembang | Soerakarta |
| Djember | Pekalongan | Tebing-Tinggi |
| Djokjakarta | Penang | Tegal |
| Hongkong | Pontianak | Tolok-Beton |
| Kota-Radja | Rangoon | Tjilatjap |
| Langsa | Semarang | Weltevreden |
| Makassar | | |

*London Bankers:*
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG,

## ASIA BANKING CORPORATION

*An American Bank*

**HEAD OFFICE**
**66 Liberty Street, New York**

**BRANCH OFFICES**
**Shanghai Hankow**

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents is at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

## Passengers Arrived

Per C.N. s.s. Woosung from Hankow: Mr. and Mrs. T. H. Orchardson, Mrs. and Mrs. W. E. Harston, Mrs. D. D. Anderson and child, Mrs. G. A. Clayton and child, Misses C. Norton, F. E. Gooch, Mr. R. Dawson.

Per C.M. s.s. Kiangteen from Ningpo: Mr. Wilcox.

Per C.N. s.s. Sinkiang from Hongkong: Messrs. Watt, A. F. Ollisdiassen, Bake, Mrs. J. Robins, Misses G. Nicholson, G. Toudinges, Wiesner.

Per I-C. s.s. Luenho from Hankow: Miss I. Pederson, Mr. Manwaring, Dr. R. C. Beebe, Mrs. Broy-Breen and 3 children, Rev. Broy-Breen.

Per C.M. s.s. Kiangyu from Hankow: 18 enemy subjects.

Per C.M. s.s. Kiangfoo from Hankow: Mr. and Mrs. Schinedewolf, Mr. and Mrs. Boemer, 2 children and baby, Messrs. Trefurt, Herbertz, Rasatzin, Knapel, Schuchardt, Wilahusen, Stamm, Steinle, Glanbitz.

# Financial Supremacy For America?

By Albert Breton

*Vice-President Of The Guaranty Trust Co., of New York*

Since the United States has climbed to such a prominent place in international finance, and since the resumption of normal business conditions may be expected with the preliminary agreement on the terms of the future peace treaty, the question most discussed, so far as our foreign trade expansion is concerned, is whether or not the United States will occupy the first place among the financial nations of the world. The question is whether we shall become the leaders, or whether the British will continue to hold the rank that has been conceded to them in the past. The mere fact that we are looking for the first place affords us gratification, and all of us are confident that, in any event, we shall continue to be an important factor in the world's financing. But will it make much difference whether or not we rank first, second, or even third, so long as we get our full share of international trade, and at the same time extend America's disinterested ideals and give active support to the humanitarian work of reconstruction and rehabilitation, and to the closer and more friendly relations among all nations, large or small, after final settlement of this great war?

**Financial Supremacy**

Where lies international financial supremacy? Does it lie in the total turnover of money transactions in a certain market, or does it lie in the influence arising from the resources, reserves and foreign credit balances of a country? Before the war, London certainly had just claim to leadership in both cases. After the war, London may still hold this position if we consider the total turnover, whereas the United States—I dare not say New York, in due deference to my colleagues of the eleven other Federal Reserve districts—may claim the leading rank so far as financial resources and economic position are concerned.

The Allied nations already owe us eight billion dollars, more foreign loans are to be granted by our Government and many banking and commercial credits will probably be extended to foreign municipalities, corporations and industries, principally in France, Belgium, Italy and the Balkan States. Perhaps—and let us expect that to be the case—Russia, Siberia and China will be similarly assisted. Foreign loans, based on the German indemnity, may also be floated here and large industrial investments may be made by Americans as a result of opportunities arising from reconstruction work in the territories formerly occupied by the enemy or from the development and improvement of commercial and industrial enterprises in the countries above named.

**America's Position**

It may therefore be stated conservatively that at least five hundred million dollars in interest and dividends will be due yearly to this country from foreign debtors, plus the annual amount that may be agreed upon by the Allies for the redemption of their debt to the United States Government or for the liquidation of the external war loans floated here. If we add to the above the substantial foreign trade balance in our favor, may we not contend that as the largest creditor nation of the world we have a right to a seat at the international finance table with the same voting power as any other member of the conference, and may we not reasonably be justified even in aspiring to supreme rank? Now, if we are to follow the principles lately asserted by President Wilson in Europe, and publicly acknowledged by the leading statesmen of the Allies, that is to say, if honest and sincere co-operation is to exist after the war among all the formerly Allied nations in handling their financial and economic problems, we are not to expect our foreign debtors to pay us in full in cash here, which in this case means gold, the annual trade balance standing in our favor. Even if such a plan were feasible, it would result very quickly in the loss of our leading position and the eventual loss of most of our foreign trade.

**Foreign Investments**

If we cannot be paid fully in cash over here, we must use the foreign money we are to get over there to make foreign reinvestments. As many of our leading financiers have said, we must learn to buy foreign securities and associate ourselves with foreign capital; we must improve and run foreign factories, and build foreign railroads and other public services; we must develop our own merchant marine for the control and benefit of our own freights; we must send agents to buy goods direct at production points; we must establish commercial banks not only to advise and protect the interests of American investors, traders and manufacturers, but to keep our dollar at full value and to see that settlements of transactions for American account are through dollar exchange.

With that object in view, a few American banks, assisted by the provisions of the Federal Reserve Act, and assured of the valuable co-operation of the Reserve Board, have established foreign branches or organised on a co-operative basis affiliated American banks for foreign trade. The Federal Reserve Act is far from being perfect, but the Federal Reserve Board has always felt disposed to consider, with the most liberal mind, any amendment to the act purporting to uphold on sound business principles our foreign banking expansion.

**Discount Rates**

A great deal has been said lately about the difference in the money rates ruling in London and New York. For instance, the prevailing discount rate in London for bank drafts is now three and one-half percent, whereas in New York the rate is fixed at four and one-quarter percent by the Federal Reserve Board. In justice to our Federal Reserve system, we must remember that it has been in operation only since the declaration of the war in 1914 and has not yet functioned in peace times. We should bear in mind, also, that cheap discount rates did not prevail in London until three years after Great Britain declared war against Germany and only after the United States had decided to side with the Allies and back them up to the limit of its manhood and its resources. It is simply wonderful that financing of such magnitude by a country so unprepared for war as we were should have been completed so successfully without further disturbing the discount rates of the Federal Reserve banks.

There is every reason, however, to expect the members of the Federal Board to watch and compare our money rates with those prevailing in other countries. In this connection let me say that there is no nation better fitted to meet foreign competition, owing to the fact that our Federal Reserve banks are not supposed to be run to make large profits for the Government. Their aim is to earn a maximum dividend of six percent for their member banks' stockholders and to build a substantial surplus to meet unforeseen emergencies. As they do not pay interest on the large reserve deposits they hold for account of member banks, they are practically sure to make enough profit even on the basis of very low discount rates. This is a decided advantage on our side when racing for financial leadership. Continuous low money rates do not necessarily mean money supremacy. It may mean lack of business or lack of aggressiveness, neither of which contributes to a nation's welfare.

**The Gold Reserve**

One of the most, if not the most, important points today in considering international finances is the amount of gold held by a nation as a reserve against its demand liabilities to other nations.

The United States possesses today the largest stock of gold and carries also the largest bank gold reserve against Federal notes in circulation. Again we are first and the advantages which such a position commands are obvious.

But to remain the bankers of the world when business follows once more its more normal channels and present war restrictions are more or less lifted, we may be called upon to part with some of our gold in favor of nations we think entitled to such accommodations. Great Britain, France, Belgium and Italy will need it to build up their legal reserves. Others need it badly to comply with their currency laws and protect their credit. As a matter of fact, will it be possible, in view of these conditions to solve this most difficult problem without a special arrangement, between the leading nations pledging among themselves the temporary support of their official or central banks. Perhaps there is now an opportunity to create an International Reserve Board where all the leading official or Government banks would be represented and which would be much more practicable than a Foreign Federal Reserve Bank.

**Bimetallism**

But in any case is there enough gold today to supply the clearings of the world? If not, must consideration be given to the suggestion already made through the British press of adopting bimetallism? Personally, I never was in favor of bimetallism before the war, and it may be against precedent for a banker, educated abroad, to suggest such a discussion, but this war has broken many precedents, destroyed many old economic prejudices and introduced new progressive ideas even among the patricians and standpatters of the old world.

Surely the new Republic of China, inviting international trade, but not yet having the credit and the banking organisation of a great power at its disposal will need huge sums in silver to settle its domestic and foreign trade. British India sticks to silver, notwithstanding the official gold ratio between the rupee and the pound sterling. Mesopotamia, Palestine and Arabia, liberated from the Turk and under liberal European guidance, will also need silver. The same is true of East Africa, Egypt, Asia Minor and some of the French colonies. New Russia—including Siberia—and Mexico may be looked upon as requiring a large amount of metallic currency to circulate in those countries before their international credit, so badly hampered by recent revolutions, is restored. All the civilised countries of the world, even those under the gold standard, are clamoring for silver to issue much-needed subsidiary coins. Somewhere and somehow the United States will have to get enough silver to replace the amount loaned to foreign Governments out of the stock deposited in the United States Treasury to secure silver certificates. The Great Powers of Europe need all their actual stock of gold and all that will be produced for many years to come to replenish their reserves; the cost of production has materially increased, resulting in a proportionate and rather alarming decrease in the supply.

It goes without saying that bimetallism is only possible through unanimous assent on the part of the United States and the Great European Powers, but if such an agreement is feasible, bimetallism may help international settlements, further investments in foreign countries and prevent unnecessary shipments of gold and the depletion of legal reserves in Government and Federal banks. It might also prevent any possible dangerous gold supremacy, and stop the hoarding of the yellow metal by any one nation, which after all, would be a very good thing for the world at large.

No matter what happens, however, we may safely conclude that although the United States may not play the most active part, it will occupy the most influential position in future international financing.

## Coal Market

Messrs. Wheelock and Co. report as follows:

Japan Coal.—We have another very quiet fortnight to report in this market and there is absolutely no change in the situation since last writing.

The coal market in Japan continues as strong as ever and this is hardly to be wondered at when one considers the large quantities of bunker-coal required for the ever increasing number of Japanese and foreign ocean-going steamers which have been released by the Home Governments since the armistice was signed and are now returning to trade in Far Eastern waters.

Fushun Coal.—No change.

Kaiping Coal.—Owing to the firmness of the market in Japan there is a strong demand at Chinwangtao for coal shipments throughout the East, consequently prices remain firm. Stocks are below the average and the demand for better grades are much above the supply.

Coal prices as quoted:

| | per ton ex-Wharf. Tls. |
|---|---|
| Japan Coal: | |
| Miike Lump | Contracted for |
| Miike Small | Contracted for |
| Miike Dust | Contracted for |
| Kishima Lump | 19.00 |
| Kishima Dust (no stock) | 13.00 |
| Shakano Lump | 18.50 |
| Arate Lump | 18.00 |
| Shimoyamada Kirigomi | 17.00 |
| Shin-Shakano Kirigomi | 16.00 |
| Yoshinotani No. 1 Lump | 18.00 |
| Yoshinotani No. 2 Lump | 16.50 |
| Kaiping Coal: | |
| Navy Lump | 18.00 |
| Loco Lump | 16.50 |
| Linsi Lump | 14.00 |
| Washed Nuts | 15.50 |
| Washed Slack | 14.50 |
| No. 5 Slack | 14.00 |
| No. 1 Slack | 13.50 |
| No. 2 Slack | 12.50 |
| Manchurian Coal: | |
| Fu-Shun Unscreened, ex-godown | none for sale. |
| Fu-Shun Dust, | none for sale. |
| Fu-Shun Lump, | none for sale. |

## Amusements

**Olympic Theatre**

LAST TWO NIGHTS
LAST TWO NIGHTS

of

**BANVARD'S AMERICAN MUSICAL COMEDY CO.**

Tonight and Tomorrow
March 30th and 31st

**"THE BELL-BOY"**

Booking at Moutrie's

Prices $3, $2 and $1. Children Half-Price at Matinee

**ISIS THEATRE**

SUNDAY MATINEE

Final Four Episodes (17th and 18th)

**"The Mystery Ship"**

and

First Epoch (3 Parts)

**"Count of Monte Cristo"**

PROGRAMME FOR MONDAY

Second Epoch (4 Parts)

**"Count of Monte Cristo"**

and

The Final Four Parts

**"The Mystery Ship"**

## Amusements

**Lyceum Theatre**

Tomorrow, March 31st at 9 p.m.

GRAND SYMPHONY CONCERT

by

**MIROVITCH PIASTRO PACI**

AND FULL ORCHESTRA

OF

50 PERFORMERS

CONDUCTED BY MARIO PACI

Booking at Moutrie's.
Direction: A. STROK.

## AMUSEMENTS

**LYCEUM THEATRE**

FOR A SHORT SEASON ONLY

Return and Farewell Visit of the Popular

**FRAWLEY COMEDY CO.**

In a New Repertoire of Current Successes

Tuesday and Wednesday, April 1st and 2nd
The Brilliant Comedy Drama
"BOUGHT AND PAID FOR"

Thursday and Friday, April 3rd and 4th
The Gale of Laughter
"A PAIR OF SIXES"

Saturday, April 5th, The Priceless Comedy
(The Rage of London) "FAIR AND WARMER" (The Rage of London)

Prices $3, $2, and $1. Booking at Moutrie & Co.
Commence at 9.15 p.m. Sharp.

Saturday Matinee, at 3 p.m. sharp
"FAIR AND WARMER"
Usual Prices Children Half-Price

21738

THE VERSATILE LITTLE ACTRESS

Miss **Mary Pickford**

IN THE FIRST-CLASS PARAMOUNT PRODUCTION

**"THE DAWN OF TOMORROW"**

IS TO BE SEEN AT THE

**VICTORIA THEATRE**

On March 30th & 31st, and at the MATINEE TODAY

**APOLLO THEATRE**

Tomorrow and April 1st and 2nd

STARRING ENGAGEMENT OF

THE ANDRIEFF TRIO
THE ANDRIEFF TRIO
*Famous All Over Russia*
*"The Whirlwind Trio"*

WHIRL WIND DANCES
COSSACK DANCES
AND
MODERN DANCES

This famous trio have toured the principal theatres of the world and give an exhibition of dancing

ORIGINAL—DARING—WONDERFUL

An act that will appeal to all lovers of good dancing.

BESSIE LOVE in "A LITTLE SISTER OF EVERYBODY"

Always a happy favorite—the glad girl of the screen—now appearing in her great Pathe hit.

**The best that has been booked for a long time.**

**THE GERMANS LEAVE SHANGHAI**

Exclusive picture to the Apollo by Pathe Freres
The arrival at the wharf—The guard of "Specials" and Volunteers
The Custom's search—Passengers going aboard
Some old friends arrive from jail. Another search on board the ship.

**Pathe's American Gazette—**
**Football at Princeton**

**"WIFFLES FALLS IN LOVE WITH HIS TYPIST"**
When you see her—you will cease to wonder why.

Time and Prices as usual.

| *Tonight 9.15 p.m.* | *Matinee, Today 3 p.m.* |
|---|---|
| Bryant Washburn | Irene Castle and Antonio Moreno |
| in | in |
| "KIDDER and KO!" | "THE FIRST LAW" |


**SHORT LOANS**

We can arrange short loans in AMERICAN GOLD on approved local securities

**Raven Trust Co., Ltd.**
15 Nanking Road

Shanghai Hebrew Relief Society

**Purim Fancy Dress Ball**

(In aid of Jewish Siberian Refugees and Local Charities)

**ASTOR HOUSE HOTEL**

Thursday, April 3rd, at 9.30 p.m.

**$3.00** including Supper

Tickets may be obtained from members of the Committee or Astor House Hotel.

21594

**ASTOR HOUSE HOTEL**

April 1st, 9.30 p.m.

**BAL DE TETES**

GIVEN BY THE RUSSIAN SECTION OF THE A.W.R.A. IN AID OF THE SIBERIAN RELIEF FUND

Under the patronage of Lady Fraser, Mrs. Lobingier, Mme. de Oliveira, Mrs. Reiss, Mme. de Rossi, Mme. Wilden and Mme. Grosse

Ladies will be given Three Prizes by popular votes for the best Fancy Head Dress.

**TICKETS $3.00**

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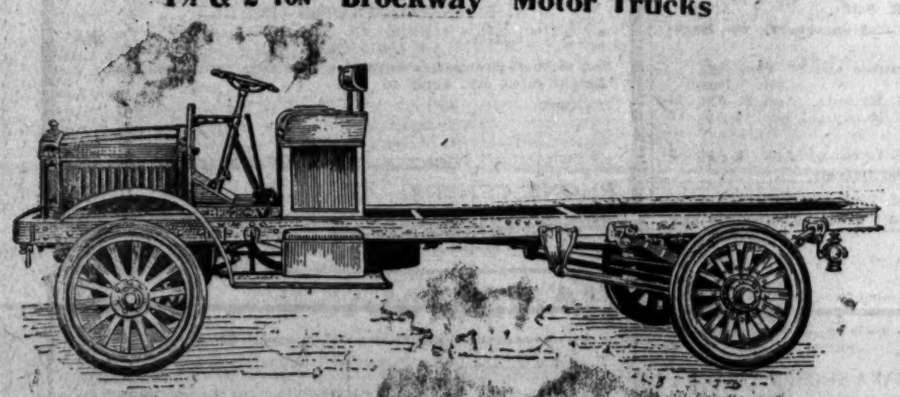
A&M Co. Ltd.

**1½ & 2 TON "Brockway" Motor Trucks**


For particulars apply to

**R. Martens & Co., Ltd.**

No. 1 The Bund

# GENERAL SHIPPING NEWS

## Vessels Loading

### For River Ports

**HANKOW & PORTS.**—The Str. **Klangfoo**, Captain Johannessen, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

**HANKOW & PORTS.**—The Str. **Klangyu**, Captain F. H. Carleson, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

**HANKOW & PORTS.**—The Co.'s Str. **Talee Maru**, Captain G. Kamawaura, will be despatched from N.K.K. Pootung Wharf on **Monday, March 31**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

**HANKOW & PORTS.**—The Indo-China Steam Navigation Co.'s Str. **Luenho**, tons 2,868, Captain Jackson, will leave on **Monday, March 31**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

**HANKOW & PORTS.**—The Indo-China Steam Navigation Co.'s Str. **Suiwo**, tons 2,671, Captain Smith, will leave on **Tuesday, April 1**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

**HANKOW & PORTS.**—The Co.'s Str. **Suiyang Maru**, Capt. S. Kusakari will be despatched from the China Merchant's Central Wharf on **Tuesday, April 1**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

**HANKOW & PORTS.**—The China Navigation Co.'s Steamer **Poyang**, Captain Carnaghan, will leave from the French Bund on **Tuesday, April 1**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

**HANKOW & PORTS.**—The Co.'s Steamer **Fengyang Maru**, Captain S. Takano, will be despatched from N.Y.K. Mail Wharf on **Wednesday, April 2**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

**HANKOW & PORTS.**—The China Navigation Co.'s Steamer **Chungking**, Captain Meathrel, will leave from the French Bund on **Wednesday, April 2**, at midnight. For Freight apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

**HANKOW & PORTS.**—The Indo-China Steam Navigation Co.'s Str. **Kutwo**, tons 2,664, Captain Gibb, will leave on **Thursday, April 3**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

**HANKOW & PORTS.**—The Indo-China Steam Navigation Co.'s Str. **Tuckwo**, tons 3,776, Captain Campbell, will leave on **Friday, April 4**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

### For Southern Ports

**SWATOW.**—The China Navigation Co.'s Steamer **Hoihow**, Captain Dillon, will leave on **Sunday, March 30**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

**HONGKONG & CANTON.**—The China Navigation Co.'s Steamer **Chenan**, Captain Laver, will leave from the French Bund on **Sunday, March 30**, at Midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

**HONGKONG & CANTON.**—The China Navigation Co.'s Steamer **Chenan**, Captain Lavers, will leave from the French Bund direct for the above ports on **Sunday, March 30**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

**NINGPO.**—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Stott R. N. R. will leave from the French Bund on **Monday, March 31**, at 4:30 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel No. 77, Passage Tel. No. 401.

**AMOY & SWATOW.**—The Str. **Feiching**, Captain J. Smith, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

**SWATOW.**—The China Navigation Co.'s Steamer **Hwahkuei**, Captain Hiraoka, will leave on **Tuesday, April 1**, at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

**AMOY.**—The China Navigation Co.'s Steamer **Upolu**, will leave on **Tuesday, April 1**, at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

**HONGKONG & CANTON.**—The China Navigation Co.'s Steamer **Sinkiang**, Captain Eedy, will leave from the French Bund direct for the above ports on **Tuesday, April 1**, at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

**AMOY, HONGKONG & CANTON.**—The China Navigation Co.'s Steamer **Suiyang**, Catpain J. Gibbs, will leave from the French Bund direct for the above ports on **Thursday, April 3**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77, Passage Tel. No. 401.

**KEELUNG.**—The Steamer **Kohoku Maru**, Captain M. Tsubaki, will be despatched from Co.'s Yangtszepoo Wharf on **Sunday, April 6**, at ——— —— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

**TAKAO (FORMOSA) via FOOCHOW & KEELUNG.**—The Steamer **Keelung Maru**, Captain Y. Kukami, will be despatched from the Co.'s Yangtszepoo Wharf on **Tuesday, April 8**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— —— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

### For Northern Ports

**CHEFOO & NEWCHWANG.**—The Str. **Toonan**, Captain C. Taylor, will leave on Tuesday morning. For Freight or Passage apply to **C.M.S.N. Co.**

**TIENTSIN DIRECT.**—The Str. **Hsinfung**, Captain W. S. Ross, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

**ANTUNG.**—The China Navigation Co.'s Steamer **Ichang**, Captain L. E. Jones, will leave on **Tuesday, April 1**, at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

**NEWCHWANG.**—The China Navigation Co.'s Steamer **Wenchow**, Captain McDowell, will leave on **Wednesday, April 2**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

**TIENTSIN & DAIREN.**—The Str. **Kohoku Maru**, Captain N. Tsuboki, will be despatched from the Co.'s Yangtszepoo Wharf on **Tuesday, April 15**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— —— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

### For Foreign Ports

**MARSEILLES.**—The Str. **Luzon Maru**, Captain D. Iamigumi, will be despatched from the Co.'s No. 9 Buoy Wharf on end of **Mar.** at ——— For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

**LONDON.**—The Str. **Andes Maru**, Captain S. Saito, will be despatched from the Co.'s No. 9 Buoy Wharf on **April**. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. No. Central 4234 and 4235.

**TAKOMA & SEATTLE, CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.**—The Osaka Shosen Kaisha's Steamer **Arabia Maru**, Captain I. Hamada, will be despatched on **Tuesday, April 8**. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices m st accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's Jetty at ——— For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

**TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, & YOKOHAMA.**—The Osaka Shosen Kaisha's Steamer **Manila Maru**, Captain N. Kobayashi, will be despatched on **Thursday, April 17**. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment at ——— on the same day. The steam-launch conveying passengers on board will leave the Custom's Jetty at ——— For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 and 4235.

### *Shipping Items*

The I.-C. s.s. Suiwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Poyang left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Suiyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Suiyang left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The C.N. s.s. Tungting left Hankow for Shanghai on Friday.

The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai on Friday.

The P. and O. s.s. Dilwara was scheduled to leave Colombo on Friday and may be expected to arrive in Bombay on April 1.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The C.N. s.s. Kwangse will leave Hongkong for Shanghai today.

The G.L. s.s. Glengyle, from London, left Hongkong for Shanghai on Thursday morning and is due here today.

The I.-C. s.s. Kutwo will leave Hankow for Shanghai today.

The N.Y.K. s.s. Fushimi Maru is expected to arrive from Manila this morning and will leave for Seattle via Japan ports and Victoria early tomorrow morning. The passenger tender will leave the Customs Jetty at five o'clock this afternoon.

The P. and O. s.s. Dunera, from Bombay, is due at Hongkong today and will leave for Shanghai on Tuesday.

The C.P.O.S. s.s. Empress of Asia left Hongkong for Shanghai at noon yesterday and is due at Woosung tomorrow morning. The tender with inward passengers may be expected to reach the Customs Jetty at 1.30 p.m. The Asia sails for Vancouver via Japan ports the same night and the tender will leave at 5.30 o'clock.

The P.M. s.s. Venezuela will leave Hongkong for Shanghai tomorrow and may be expected to arrive at Woosung on Thursday, April 3. The Venezuela leaves for San Francisco via Japan ports and Honolulu the same afternoon.

The I.-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Ngankin will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Yohyang Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Hwahta will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Wuchang will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Tachhng Maru will leave Hankow for Shanghai on Tuesday.

The N.Y.K. s.s. Kamo Maru arrived from Moji yesterday and will sail for London via ports on Monday morning at eight o'clock. The tender with passengers and mails will leave the Customs Jetty at five o'clock this afternoon.

The N.Y.K. s.s. Omi Maru with mails left Moji for Shanghai on Friday and may be expected to arrive today.

The N.Y.K. s.s. Kasuga Maru will leave for Nagasaki, Moji, Kobe and Yokohama on Tuesday morning at 10.30 o'clock.

The Blue Funnel s.s. Telamon, from Liverpool, left Hongkong for Shanghai at noon on Friday and is expected to arrive about Wednesday.

The American gun-boat New Orleans arrived in Shanghai yesterday.

The J.M. & Co. s.s. City of Bristol, from New York via Hongkong, arrived in Shanghai yesterday.

### *Launch Services*

**TODAY**

The tender conveying passengers on board the N.Y.K. s.s. Kamo Maru will leave the Customs Jetty at 5 p.m.

The tender conveying passengers an board the N.Y.K. s.s. Fushimi Maru will leave the Customs Jetty at 5 p.m.

**TOMORROW**

The tender conveying passengers and mails on board the C.P.O.S. s.s. Empress of Asia will leave the Customs Jetty at 5.30 p.m.

**Sunday, April 6, 1919.**

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Andre Lebon will leave the M.M. Jetty (French Bund) at 9 a.m.

The tender conveying passengers and mails on board the C.M. s.s. Nanking will leave the Customs Jetty at 4 p.m.

### Sailed from Shanghai

| | | |
|---|---|---|
| **For San Francisco** | | |
| Colombia | Mar. | 1 |
| Stanley Dollar | Mar. | 7 |
| Shinyo Maru | Mar. | 8 |
| **For Tacoma** | | |
| Africa Maru | Mar. | 6 |
| **For Vancouver** | | |
| Empress of Russia | Mar. | 15 |
| Empress of Japan | Mar. | 22 |
| **For New York Via Panama** | | |
| Bloemfontein | Mar. | 9 |
| Bolton Castle | Mar. | 21 |
| **For London, etc.** | | |
| Kitano Maru | Mar. | 3 |
| Celebes Maru | Mar. | 3 |
| Hyson | Mar. | 7 |
| Gleniffer | Mar. | 8 |
| Hector | Mar. | 12 |
| Atreus | Mar. | 13 |
| Novara | Mar. | 13 |
| Nore | Mar. | 13 |
| Bendoran | Mar. | 16 |
| Inaba Maru | Mar. | 17 |
| Pyrrhus | Mar. | 19 |
| Alps Maru | Mar. | 28 |
| **For Liverpool** | | |
| Hector | Mar. | 12 |
| Orestes | Mar. | 28 |
| **For Antwerp** | | |
| Tsuruga Maru | Mar. | 22 |
| **For Bombay** | | |
| Dilwara | Mar. | 11 |
| **For Saigon** | | |
| City of St. Helens | Mar. | 8 |


# C. N. C.

## CHINA NAVIGATION CO., LTD.

**YANGTSZE RIVER & CHINA COAST PORTS.**
**FAST SCHEDULE SERVICES.**

**For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.**—S.S. Woosung, Lmenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

*Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.*

**For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).**—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

*Regular sailings every Tuesday and Saturday and every alternate Thursday.*

**For AMOY, SWATOW, HONGKONG and CANTON.**—S.S. Suiyang, Sanning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

*Regular sailings every Tuesday, Thursday and Sunday mornings.*

**For NINGPO.**—S.S. Hsin Peking.—Sailing from the French Bund.

*Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.*

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE
Agents, 21-23 French Bund.

Freight: Telephone Central 77.
Passage: Telephone Central 401.



# PACIFIC MAIL S.S.CO.

AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
"ECUADOR" VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

| For San Francisco via Kobe, Yokohama and Honolulu | | For Hongkong via Manila | |
|---|---|---|---|
| S.S. Venezuela | April 3 | S.S. Ecuador | April 5 |
| S.S. Ecuador | April 26 | S.S. Colombia | May 3 |
| S.S. Colombia | May 24 | S.S. Venezuela | May 31 |

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

EAST INDIA SERVICE
"COLUSA" "SANTA CRUZ"
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

| For Saigon, Singapore, Calcutta and Colombo | | For San Francisco via Honolulu | |
|---|---|---|---|
| S.S. Santa Cruz | April 28 | S.S. Colusa | May 1 |

PANAMA SERVICE
Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA
Safety and comfort of passengers our first consideration. For information of freight or passage apply to
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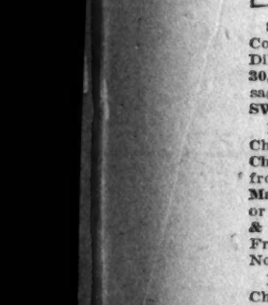
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Addres "Solano"





# O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)
*Under Mail Contract with the Imperial Japanese Government*
SAILINGS FROM SHANGHAI
(Subject to Alteration)

FOR LONDON AND MARSEILLES (Via Hongkong and Singapore).

| | | arr. | leave |
|---|---|---|---|
| *ANDES MARU | (15,000 tons) Capt. K. Saito, | | April |

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

| | | arr. | leave |
|---|---|---|---|
| ARABIA MARU | (13,000 tons) Capt. I. Hamada, | Apr. 13 | Apr. 14 |
| MANILA MARU | (20,000 tons) Capt. N. Kobayashi, | Apr. 16 | Apr. 17 |

FOR HONGKONG

| | | | |
|---|---|---|---|
| CHICAGO MARU | (12,000 tons) Capt. S. Yamane, | Apl. 1 | Apl. 2 |

FOR NORTH CHINA PORTS (Tsingtao and Dairen).

| | | | |
|---|---|---|---|
| KOHOKU MARU | (5,000 tons) Capt. M. Tsuboki, | Apr. 11 | Apr. 13 |

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

| | | | |
|---|---|---|---|
| KEELUNG MARU. | (3,000 tons) Capt. Y. Fukimi, | Apr. 6 | Apr. 8 |

*Fully booked for passage.

The Company also runs numerous steamers from Japan to Europe, South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

H. SHIMAMURA, Manager.
O.S.K. Yangtszepoo Wharf, Wayside. Tel. Nos. East 208 and 209.

OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
Tel. Nos. Central 4234 and 4235.
Tel. Address: SHOSEN, SHANGHAI



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First-Class Fare Shanghai to Liverpool
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PER LARGE "EMPRESSES"
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SAILINGS FROM SHANGHAI

| For Vancouver Via Nagasaki, Kobe and Yokohama | | For Hongkong Via Manila | |
|---|---|---|---|
| Empress of Asia | Mar. 31 | Empress of Russia | Apr. 19 |
| Monteagle † | Apr. 8 | Empress of Japan* | May 6 |
| Empress of Russia | May 3 | Empress of Asia | May 10 |
| Empress of Japan | May 17 | Monteagle* | May 31 |
| Empress of Asia | May 24 | Empress of Russia | June 6 |

†Monteagle calls at Moji
*Monteagle and Empress of Japan proceed direct to Hongkong.

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Tel: Central 182.

For through bills of lading freight rates, etc., apply to
L. E. N. RYAN, Agent,
Cor. Peking & Yuen Ming Yuen Rds.
Shanghai.
Tel: Central 181.



# T. K. K.

SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.

FOR HONGKONG

TENYO MARU ..... April 19, 1919

FOR SAN FRANCISCO

TENYO MARU ..... May 8, 1919
SHINYO MARU ..... May 24, 1919

All steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LD.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

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WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

| | | |
|---|---|---|
| S.S. "NANKING" | APRIL | 6th |
| S.S. "CHINA" | APRIL | 25th |

*S.S. "Nanking" does not call at Nagasaki.

FOR HONGKONG VIA MANILA

| | | |
|---|---|---|
| S.S. "NANKING" | JUNE | 3rd |

FOR HONGKONG DIRECT

| | | |
|---|---|---|
| *S.S. "CHINA" | APRIL | 9th |

For further information regarding passenger fares, sailings, freight rates, etc., apply to
F. C. CHARMAN.
Acting Agent.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773



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# SHIPPING

# N.Y.K.

## NIPPON YUSEN KAISHA

### (Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

**EUROPEAN LINE**

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, and England:

| | Tons | | |
|---|---|---|---|
| IYO MARU | 12,500 | Capt. K. Asakawa, | April 14 |
| ATSUTA MARU | 16,000 | Capt. N. Inatsu, | April 28 |

**AMERICAN LINE**

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

| | | | |
|---|---|---|---|
| SUWA MARU | 21,000 | Capt. R. Shimidzu, | May 9 |
| FUSHIMA MARU | 21,000 | Capt. T. Irisawa, | June 27 |

**SHANGHAI-YOKOHAMA LINE** (Via Nagasaki, Moji and Kobe.)

| | | | |
|---|---|---|---|
| KASUGA MARU | 7,000 | Capt. K. Itsuno, | April 1 |
| YOMASHIRO MARU | 7,000 | Capt. Y. Nakajima, | April 8 |
| CHIKUGO MARU | 5,000 | Capt. M. Taniguchi, | April 12 |

**MOJI, KOBE AND OSAKA LINE**

| | | | |
|---|---|---|---|
| OMI MARU | 7,000 | Capt. R. Ozaki, | April 2 |
| KUMANO MARU | 5,500 | Capt. S. Saito, | April 5 |
| YAWATA MARU | 4,000 | Capt. H. Mojiri, | April 9 |
| TAKESHIMA MARU | 4,500 | Capt. R. Arakida, | April 12 |

**KOBE TO SEATTLE**

| | | | |
|---|---|---|---|
| KATORI MARU | 19,000 | Capt. I. Noma, | April 29 |

**FOR JAPAN**

| | | | |
|---|---|---|---|
| AKI MARU | 12,500 | Capt. F. E. Cope, | April 5 |

**FOR HONGKONG**

| | | | |
|---|---|---|---|
| KATORI MARU | 19,000 | Capt. I. Noma, | June 29 |

**FOR MANILA AND HONGKONG**

| | | | |
|---|---|---|---|
| SUWA MARU | 21,000 | Capt. R. Shimidzu, | April 19 |

**AUSTRALIAN LINE**

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

| | | | |
|---|---|---|---|
| NIKKO MARU | 10,000 | Capt. M. Yamazaki, | April 23 |
| AKI MARU | 12,500 | Capt. F. E. Cope, | May 21 |
| TANGO MARU | 14,000 | Capt. M. Nishimura, | June 25 |

**CALCUTTA LINE**

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

**BOMBAY LINE**

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

# CHINESE GOVERNEMENT RAILWAYS

## TIENTSIN-PUKOW LINE

## TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

| Mail 101. | Mail 3. | | Miles | Peking-Mukden Line | | | Mail 4. |
|---|---|---|---|---|---|---|---|
| 20.35 | 8.35 | | 0 | dep. | Peking | arr. | 19.50 |
| 23.45 | 11.12 | | | arr. | Tientsin-Central | dep. | 17.00 |
| 23.50 | 11.17 | | 84 | dep. | Tientsin-Central | arr. | 16.53 |
| 24.00 | 11.25 | | | arr. | Tientsin-East | dep. | 16.45 |
| 19.35 | . . | | 524 | arr. | Mukden | dep. | . . |

| Local 5. | Mail 3. | Exp. 1. | | Tientsin-Pukow Line | | | Exp. 2. | Mail 4. | Local 6. |
|---|---|---|---|---|---|---|---|---|---|
| 6.45 | 9.45 | 11.30 | 0 | dep. | Tientsin-East | arr. | 17.05 | 15.45 | 20.15 |
| 6.53 | 9.53 | 11.40 | 2.71 | arr. | Tientsin-Central | dep. | 16.55 | 15.35 | 20.05 |
| 7.25 | 10.15 | 11.55 | | dep. | Tientsin-Central | arr. | 16.31 | 15.20 | 19.45 |
| 13.02 | 16.00 | 15.30 | 73 | dep. | Tsangchow | dep. | 13.06 | 11.28 | 15.28 |
| 16.40 | 19.20 | 18.08 | 148 | dep. | Techow | dep. | 10.33 | 8.47 | 11.56 |
| 19.57 | 22.12 | 20.21 | — | arr. | Tsinanfu | dep. | 8.06 | 6.00 | 8.30 |
| 7. | ‡ | | 220 | | ‡ | | | | 8. |
| 6.00 | 24.23 | 20.31 | — | dep. | Tsinanfu | arr. | 7.56 | 5.49 | 19.02 |
| 9.27 | 1.00 | 22.31 | 266 | dep. | Tsinanfu | dep. | 6.01 | 3.25 | 16.24 |
| 12.27 | 3.47 | 0.38 | 318 | arr. | Yenchowfu | dep. | 3.49 | 0.40 | 13.00 |
| 12.47 | 4.02 | 0.48 | | dep. | Yenchowfu | arr. | 3.39 | 0.02 | 12.88 |
| 16.30 | 6.55 | 3.16 | 377 | dep. | Linching | dep. | 1.29 | 21.24 | 9.26 |
| 19.02 | 8.45 | 4.50 | — | arr. | Hanchowfu | dep. | 23.36 | 19.20 | 6.30 |
| 9. | ‡ | | 420 | | ‡ | | | | 10. |
| 5.40 | 9.00 | 4.57 | — | dep. | Hanchowfu | arr. | 23.29 | 19.00 | 20.50 |
| 11.26 | 18.02 | 8.39 | 523 | arr. | Pengpu | dep. | 19.53 | 14.55 | 15.20 |
| 11.51 | 18.20 | 8.46 | | dep. | Pengpu | arr. | 19.46 | 14.35 | 14.00 |
| 18.27 | 17.34 | 11.52 | 600 | dep. | Chuhsien | dep. | 16.48 | 10.50 | 8.27 |
| 20.08 | 18.55 | 13.00 | 681 | arr. | Pukow | dep. | 15.30 | 9.20 | 6.40 |

| N. Exp. | Exp. | | | Shanghai-Nanking Line | | | Exp. | N. Exp. |
|---|---|---|---|---|---|---|---|---|
| 23.00 | 14.20 | 0 | | dep. | Nanking-Ferry | arr. | 14.15 | 6.50 |
| 7.00 | 21.00 | 198 | | arr. | Shanghai-North | dep. | 7.55 | 23.00 |

| Yenchowfu-Tsiningchow Branch Line | | | | | Linchong-Tsochuang Branch Line | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 13.10 | 4.18 | d. Yenchowfu a. | 12.08 | 23.53 | 21.30 | 16.40 | 9.30 | d. Linchong a. | 6.28 | 15.50 | 21.00 |
| 14.03 | 5.05 | a. Tsiningchow d. | 11.15 | 23.00 | 22.40 | 17.50 | 10.40 | a. Tsochuang d. | 5.15 | 14.40 | 19.50 |

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

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By Order
THE TRAFFIC MANAGER.

Tientsin, March, 1919.

**Large Display Advertisements** intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday.**

# Future Sailings

## FOR AMERICA AND CANADA

| Date | Time | Destination | Ship's Name | Flag | Agents |
|---|---|---|---|---|---|
| Mar. 30 | — | San Francisco | Tancred | Am. | R.D. Co. |
| Mar. 31 | — | Vancouver | E. of Asia | Br. | C.P.O.S. |
| Mar. 31 | — | Seattle, etc. | Fushimi Maru | Jap. | N. Y. K. |
| Apr. 3 | — | San Francisco | Venezuela | Am. | P.M.S.S. Co. |
| Apr. 4 | — | Tacoma | Justin | Am. | B.A.T. Co. |
| Apr. 6 | — | San Francisco | Nanking | Am. | C.M.S.S. Co. |
| Apr. 8 | — | Vancouver | Monteagle | Br. | C.P.O.S. |
| Apr. 14 | — | Tacoma, etc. | Arabia Maru | Jap. | O. S. K. |
| Apr. 15 | — | Vancouver | Bessie Dollar | Br. | R. D. & Co. |
| Apr. 25 | — | San Francisco | China | Am. | C.M.S.S. Co. |
| Apr. 17 | — | Tacoma, etc. | Manila Maru | Jap. | O. S. K. |
| Apr. 26 | — | San Francisco | Ecuador | Am. | P.M.S.S. Co. |
| Apr. 28 | — | Vancouver | Melville Dollar | Br. | R. D. & Co. |
| May 3 | — | Vancouver | Empress of Russia | Br. | C.P.O.S. |
| May 8 | — | San Francisco | Tenyo Maru | Jap. | T. K. K. |
| May 9 | — | Seattle, etc. | Suwa Maru | Jap. | N. Y. K. |
| May 17 | — | Vancouver | E. of Japan | Br. | C.P.O.S. |
| May 24 | — | Vancouver | E. of Asia | Br. | C.P.O.S. |
| May 24 | — | San Francisco | Colombia | Am. | P.M.S.S. Co. |
| May 24 | — | San Francisco | Shinyo Maru | Jap. | T. K. K. |
| May 25 | — | Vancouver | Harold Dollar | Br. | R. D. & Co. |

## FOR JAPAN PORTS

| | | | | | |
|---|---|---|---|---|---|
| Apr. 1 | — | N'saki, Kobe & Y'hama | Kasuga Maru | Jap. | N. Y. K. |
| Apr. 2 | — | Moji, Kobe & Osaka | Omi Maru | Jap. | N. Y. K. |
| Apr. 5 | — | Moji, Kobe & Osaka | Kumano Maru | Jap. | N. Y. K. |
| Apr. 5 | — | Kobe | Aki Maru | Jap. | N. Y. K. |
| Apr. 8 | — | N'saki, Kobe & Y'hama | Yamashiro Maru | Jap. | N. Y. K. |
| Apr. 9 | — | Moji, Kobe & Osaka | Yawata Maru | Jap. | N. Y. K. |
| Apr. 11 | — | Nagasaki | Penza | Rus. | R.V.F. |
| Apr. 13 | — | N'saki, Kobe & Y'hama | Chikugo Maru | Jap. | N. Y. K. |
| Apr. 12 | — | Moji, Kobe & Osaka | Takeshima Maru | Jap. | N. Y. K. |
| Apr. — | — | Kobe & Yokohama | Paul Lecat | Fr. | M.M. Cie |
| May — | — | Kobe & Yokohama | Nera | Fr. | M.M. Cie |
| June — | — | Kobe & Yokohama | Sphinx | Fr. | M.M. Cie |

## FOR EUROPE IND IA, STRAITS, ETC.

| | | | | | |
|---|---|---|---|---|---|
| Mar. 31 | — | London, etc. | Kamo Maru | Jap. | N. Y. K. |
| Apr. 1 | — | London | Antiochus | Br. | B. & S. |
| Apr. 1 | — | Liverpool | Agapenor | Br. | B. & S. |
| Apr. 22 | — | Liverpool | Telamon | Br. | B. & S. |
| Apr. 3 | — | London | Elpenor | Br. | B. & S. |
| Apr. 5 | — | London | Cardiganshire | Br. | Glen Line |
| Apr. 6 | — | Marseilles | Andre Lebon | Fr. | M.M. |
| Apr. 7 | — | London | C. of Bristol | Br. | J.M. & Co. |
| Apr. 9 | — | Bombay | Dunera | Br. | P.&O.S.N. Co. |
| Apr. 14 | — | London, etc. | Nellore | Br. | P.&O.S.N. Co. |
| Apr. 14 | — | London | Iyo Maru | Jap. | N.Y.K. |
| Apr. 14 | — | Antwerp | Glengyle | Br. | G. L. E. A. |
| Apr. 14 | — | London | Carnarvonshire | Br. | Glen Line |
| Apr. 17 | — | London | Laomedon | Br. | B. & S. |
| Apr. 22 | — | London | Carmarthenshire | Br. | Glen Line. |
| Apr. — | — | London, etc. | Andes Maru | Jap. | O. S. K. |
| Apr. — | — | Marseilles | Paul Lecat | Fr. | M.M. Cie |
| May — | — | Marseilles | Nera | Fr. | M.M. Cie |
| May — | — | London | C. of Colombo | Br. | J.M. & Co. |
| May 1 | — | London | Glengyle | Br. | Glen Line |
| May 1 | — | London, etc. | Peleus | Br. | B. & S. |
| May 8 | — | Antwerp & Liverpool | Pakling | Br. | B. & S. |
| May 15 | — | London, etc. | Lycaon | Br. | B. & S. |
| May 29 | — | London, etc. | Mentor | Br. | B. & S. |
| June — | — | Marseilles | Sphinx | Fr. | M.M. Cie |

## FOR SOUTHERN PORTS

| | | | | | |
|---|---|---|---|---|---|
| Mar. | 3010.00* | Swatow | Holhow | Br. | B. & S. |
| Mar. | 3010.00* | Hongkong & Canton | Chenan | Br. | B. & S. |
| Mar. | 31 4.00 | Ningpo | Hsin Peking | Br. | B. & S. |
| Mar. | 31 4.30 | Ningpo | Hsin Ningshao | Chi. | N.S.S. Co. |
| Apr. | 111.00* | Hongkong & Canton | Tamsui | Br. | B. & S. |
| Apr. | 1 4.30 | Ningpo | Kiangteen | Chi. | C.M.S.N. Co. |
| Apr. | 1 — | Amoy & Swatow | Feiching | Chi. | C.M.S.N. Co. |
| Apr. | 111.00* | Hongkong & Canton | Sinkiang | Br. | B. & S. |
| Apr. | 1 noon | Hongkong & Canton | Hopsang | Br. | J. M. & Co, |
| Apr. | 111.00* | Amoy | Upolu | Br. | B. & S. |
| Apr. | 111.00* | Swatow | Hwahkuei | Chi. | B. & S. |
| Apr. | 111.00* | Swatow | Wosang | Br. | J.M. & Co. |
| Apr. | 2 — | Hongkong | Chicago Maru | Jap. | O. S. K. |
| Apr. | 3 noon | Amoy, H'kong & C'ton | Suiyang | Br. | B. & S. |
| Apr. | 5 — | Hongkong via Manila | Ecuador | Am. | P.M.S.S. Co. |
| Apr. | 9 — | Hongkong | China | Am. | C.M.S.S. Co. |
| Apr. | 19 — | Hongkong | Tenyo Maru | Jap. | T. K. K. |

## FOR NORTHERN PORTS

| | | | | | |
|---|---|---|---|---|---|
| Mar. | 3010.00* | W'wei, Chefoo & T'tsin | Kingsing | Br. | J.M. & Co. |
| Mar. | 30 — | Tsingtao | Toko Maru | Jap. | S. M. R. |
| Apr. | 1 — | Chefoo & Newchwang | Toonan | Chi. | C.M.S.N. Co. |
| Apr. | 1 noon | W'wei, Chefoo & T'tsin | Koonshing | Br. | J.M. & Co. |
| Apr. | 111.00* | Antung | Ichang | Br. | B. & S. |
| Apr. | 1 — | Dairen | Sakaki Maru | Jap. | S.M.R. |
| Apr. | 1 — | Tientsin | Hsinfung | Chi. | C.M.S.N. Co. |
| Apr. | 2 noon | Newchwang | Wenchow | Br. | B. & S. |
| Apr. | 2 — | Tientsin & Dalny | Kohoku Maru | Jap. | O. S. K. |
| Apr. | 3 noon | Tsingtao | Choysang | Br. | J. M. & Co. |
| Apr. | 4 — | Tsingtao & Dairen | Kobe Maru | Jap. | S.M.R. |
| Apr. | 5 D.L. | Tsingtao | Kwanse | Br. | B. & S. |
| Apr. | 11 3.00 | Vladivostock | Penza | Rus. | R.V.F. |

## FOR RIVER PORTS

| | | | | | |
|---|---|---|---|---|---|
| Mar. | 30 M.N. | Hankow, etc. | Kiangfoo | Chi. | C.M.S.N. Co. |
| Mar. | 31 M.N. | Hankow, etc. | Talee Maru | Jap. | N.K.K. |
| Mar. | 31 M.N. | Hankow, etc. | Luenho | Br. | J. M. & Co. |
| Mar. | 21 M.N. | Hankow, etc. | Kiangyu | Chi. | C.M.S.N. Co. |
| Apr. | 1 M.N. | Hankow, etc. | Suiyang Maru | Jap. | N.K.K. |
| Apr. | 1 M.N. | Hankow, etc. | Suiwo | Br. | J. M. & Co. |
| Apr. | 1 M.N. | Hankow, etc. | Poyang | Br. | B. & S. |
| Apr. | 2 M.N. | Hankow, etc. | Chungking | Br. | B. & S. |
| Apr. | 2 M.N. | Hankow, etc. | Fengyang Maru | Jap. | N.K.K. |
| Apr. | 3 M.N. | Hankow, etc. | Kutwo | Br. | J. M. & Co. |
| Apr. | 4 M.N. | Hankow, etc. | Tuckwo | Br. | J. M. & Co. |
| Apr. | 4 M.N. | Hankow, etc. | Ngankin | Br. | B. & S. |

*A.M. N.M.—MIDNIGHT. D.L.—DAYLIGHT.

# Arrivals

| Arrived | | From | Ship's Name | Flag | Agents |
|---|---|---|---|---|---|
| Mar. 29 | — | Ningpo | Kiangteen | Chi. | C.M.S.N. Co. |
| Mar. 29 | — | New York via H'kong | C. of Bristol | Br. | J. M. & Co. |
| Mar. 29 | — | | J.B.A. Kessler | Dut. | A.P. Co. |
| Mar. 29 | — | Tsingtau | Nagasaki Maru | Jap. | Suzuki Co. |
| Mar. 29 | — | | Shawhsing | Chi. | S.P.S.N. Co. |
| Mar. 29 | — | Japan | Kasuga Maru | Jap. | N. Y. K. |
| Mar. 29 | — | River ports | Kiangfoo | Chi. | C.M.S.N. Co. |
| Mar. 29 | — | River ports | Luenho | Br. | J. M. & Co, |
| Mar. 29 | — | River ports | Kiangyu | Chi. | C.M.S.N. Co. |
| Mar. 29 | — | River ports | Talee Maru | Jap. | N.K.K. |
| Mar. 29 | — | Cruise | Liuhsing | Chi. | Customs |
| Mar. 29 | — | Hongkong | Sinkiang | Br. | B. & S. |
| Mar. 29 | — | | Shinsei Maru | Jap. | |
| Mar. 29 | — | Cruise | New Orleans | Am. | |
| Mar. 29 | — | Amoy | Feiching | Chi. | C.M.S.N. Co. |
| Mar. 29 | — | Japan | Nagata Maru | Jap. | |
| Mar. 29 | — | Japan | Fumi Maru | Jap. | M.B.K. |
| Mar. 29 | — | Moji | Kamo Maru | Jap. | N. Y. K. |
| Mar. 29 | — | Wenchow | Kwangchi | Chi. | C.M.S.N. Co. |

# Departures

| Date | | For | Ship's Name | Flag | Agents |
|---|---|---|---|---|---|
| Mar. 29 | — | River ports | Loongwo | Br. | J.M. & Co. |
| Mar. 29 | — | River ports | Luenyi | Br. | B. & S. |
| Mar. 29 | — | River ports | Tehhsing | Br. | H.O.S.S. Co. |
| Mar. 29 | — | River ports | Tafoo Maru | Jap. | N.K.K. |
| Mar. 29 | — | Japan | Takeshima Maru | Jap. | N. Y. K. |
| Mar. 29 | — | Chinwangtao | Shinko Maru | Jap. | K.M.A. |
| Mar. 29 | — | Tsingtau | Yingchow | Br. | B. & S. |
| Mar. 29 | — | Dalny | Kobe Maru | Jap. | S. M. R. |
| Mar. 29 | — | Wuhu | Sanhashi Maru | Jap. | S.T. Co. |
| Mar. 29 | — | Tientsin | Kanchow | Br. | B. & S. |
| Mar. 29 | — | Tientsin | Haichi | Chi. | C.M.S.N. Co. |
| Mar. 29 | — | Chinwangtao | Hero | Nor. | K.M.A. |
| Mar. 29 | — | Ningpo | Kiangteen | Chi. | C.M.S.N. Co. |

# BENJAMIN AND POTTS SHARE LIST

## Yesterday's Prices

| STOCK | Closing Quotations |
|---|---|
| **Banks** | |
| H. K. and S. B. | $100 S. |
| Chartered | £80 CNI |
| Russo-Asiatic | Tls. 250 |
| **Marine Insurances** | |
| Canton | $410 B. |
| North China | Tls. 130 B. |
| Union of Canton | $900 |
| Yangtsze | $247½ B. |
| Far Eastern Ins. Co., Ltd. | Tls. 26 S. |
| **Fire Insurances** | |
| China Fire | $175 |
| Hongkong Fire | $355 B. |
| **Shipping** | |
| Indo-China Def | $160 |
| Indo-China Pref. | |
| "Shell" | 160/- S. |
| Shanghai Tug (o) | Tls. 35 |
| Shanghai Tug (f) | Tls. 35½ B. |
| **Mining** | |
| Kaiping | Tls. 11 B. |
| Oriental Cons | 21/- |
| Raub | $2 B. |
| **Docks** | |
| Hongkong Dock | $150½ B. |
| Shanghai Dock | Tls. 132 B. |
| New Eng. Works | Tls 22½ B. |
| **Wharves** | |
| Shanghai Wharf | Tls. 87½ B. |
| Hongkong Wharf | $115½ B. |
| **Lands and Hotels** | |
| Anglo-French Land | Tls. 70 |
| China Land | Tls. 50 |
| Shanghai Land | Tls. 67½ B. |
| Weihaiwei Land | Tls. 2 |
| Shanghai Hotels Ltd. | Tls. 18 B. |
| China Realty (ord.) | Tls. 65 |
| China Realty (pref.) | Tls. 50 |
| **Cotton Mills** | |
| E-wo | Tls. 240 |
| E-wo Pref | Tls. 97½ |
| Laou-kung-mow | Tls. 152½ |
| Oriental | Tls. 70 |
| Shanghai Cotton | Tls. 182 S. |
| Kungyik | Tls. 23 B. |
| Yangtszepoo | Tls. 10½ B. |
| Yangtszepoo Pref. | Tls. 90 |
| **Industrials** | |
| Butler Tilles | Tls. 23 |
| China Sugar | $118 B. |
| Green Island | $8.70 B. |
| Langkats | Tls. 23½ B. |
| Major Bros | Tls. 5 |
| Shanghai Sumatra | Tls. 115 |
| **Stores** | |
| Hall and Holtz | $121½ |
| Llewellyn | $30 |
| Lane, Crawford | $98 B. |
| Moutrie | $32 |
| Watson | $6.15 B. |
| Weeks | $121½ |
| **Rubbers (Local)** | |
| Alma | Tls. 8.05 |
| Amherst | Tls. 0.40 B. |
| Anglo-Java | Tls. 8½ B. |
| Anglo-Dutch | Tls. 3½ B. |
| Ayer Tawah | Tls. 19½ B. |
| Batu Anam 1918 | Tls. 0.80 B. |
| Bukit Toh Alang | Tls. 2½ B. |
| Bute | Tls. 0.85 B. |
| Chemor United | Tls. 1 B. |
| Chempedak | Tls. 7½ |
| Cheng | Tls. 2.10 |
| Consolidated | Tls. 2.60 B. |
| Dominion | Tls. 6½ B. |
| Gula Kalumpong | Tls. 6½ |
| Java Consolidated | Tls. 14½ |
| Kamunting | Tls. 4½ B. |
| Kapala | Tls. 0.50 B. |
| Kapayang | Tls. 16 |
| Karan | Tls. 8½ |
| Kota Bahroe | Tls. 5½ B. |
| Kroewoek Java | Tls. 12 B. |
| Padang | Tls. 9½ B. |
| Pengkalan Durian | Tls. 4½ B. |
| Permata | Tls. 2½ |
| Repah | Tls. 0.80 B. |
| Samagaga | Tls. 0.75 B. |
| Seekee | Tls. 1 |
| Semambu | Tls. 0.85 B. |
| Senawang | Tls. 0.50 B. |
| Shanghai Klebang | Tls. 0.50 B. |
| Shanghai Malay | Tls. 6 |
| S'hai Malay pref. | Tls. 10 |
| Shanghai Pahang | Tls. 1½ |
| Sungala | Tls. 1 |
| Sungei Duri | Tls. 8½ B. |
| Sua Manggis | Tls. 4½ B. |
| S'hai Kalantan | Tls. 0.50 |
| Shanghai Seremban | Tls. 0.50 B. |
| Taiping | Tls. 1.40 S. |
| Tanah Merah | Tls. 0.95 |
| Tebong | Tls. 14½ |
| Ulobri | Tls. 2½ |
| Ziangbe | Tls. 4½ B. |
| **Miscellaneous** | |
| C. I and E. Lumber | Tls. 250 B. |
| Culty Dairy | Tls. 12 |
| S'hai Elec. and Asb. | $2 |
| Shanghai Trams | Tls. 75½ B. |
| Shanghai Gas | Tls. 24 |
| Horse Bazaar | Tls. 25 |
| Shanghai Mercury | Tls. 25 |
| Shanghai Telephone | Tls. 76 B. |
| S'hai Waterworks | Tls. 158 XD |

S. Sellers. Sa. Sales. B. Buyers.

Telephone No. Central 398
**Benjamin & Potts, 8 Jinkee Road**

## Siccawei Weather Report

28.—Overcast, cold weather in our regions. Northerly winds along the coast. Heavy anticyclone prevailing again all over the Chinese continent.

29.—Fine weather. Barometer reading about 0.16 above the average.

Saturday, March 29, 1919.

| WEATHER | 4 A.M. | 9 A.M. |
|---|---|---|
| Bar. at 23° F. inches | 30.26 | 30.31 |
| Variation for 24 hrs. | †0.04 | —0.01 |
| Variation for 12 hrs. | †0.01 | —0.04 |
| Wind—Direction | N | N |
| Wind—Miles per hour | 5.6 | 0.6 |
| Temperature (Fahr.) | 36°0 | 47°1 |
| Humidity | 86 | 54 |
| Nebulosity | 0 | 5 |
| Rainfall inches | — | — |

# THE CHINA PRESS MAIL SCHEDULE

SUNDAY, MARCH 30, 1919

| Date and Destination | Per | Chi. | Br. | USA | Rus. | Jap. | Reg. |
|---|---|---|---|---|---|---|---|
| **Today.** | | | | | | | |
| H'kong, S. Ports, A'tralia, Straits, Ceylon, India and Europe | Kamo Maru | 15.30 | .. | .. | .. | .. | 15.00 |
| Europe, via Hongkong | Kamo Maru | .. | .. | .. | .. | 16.00 | 15.30 |
| River Ports | Train & Str. | 21.00 | .. | .. | .. | .. | 21.00 |
| Weihaiwei and Chefoo | Kingsing | 9.00 | .. | .. | .. | .. | 8.30 |
| Swatow | Holhow | 9.00 | .. | .. | .. | .. | 8.30 |
| Hongkong and Canton | Chenan | 9.00 | .. | .. | .. | .. | 8.30 |
| **Tomorrow.** | | | | | | | |
| Japan, Canada, USA & Europe N'saki, Kobe, Y'hama, Canada. | Fushimi M. | 15.30 | .. | .. | .. | .. | 15.00 |
| USA & Europe, via Canada | E. of Asia | .. | 16.30 | .. | .. | .. | 15.30 |
| Japan, Canada, U.S.A. & E'pe, | E. of Asia | 16.30 | .. | .. | .. | .. | 16.00 |
| River Ports | Train & Str. | 21.00 | .. | .. | .. | .. | 21.00 |
| N'saki, Kobe, Y'hama, Canada, U.S.A. & Europe | E. of Asia | .. | .. | A16.00 | .. | .. | 15.00 |
| V'stock and Siberia via Pukow and Harbin (Daily expect Sunday) | Train | .. | .. | .. | 17.00 | .. | 17.00 |
| Ningpo | Hsin Peking | .. | 15.00 | .. | .. | .. | .. |
| Tientsin | Train | .. | 17.00 | .. | .. | .. | .. |
| Hankow | Train | .. | 17.00 | .. | .. | .. | .. |
| Vladivostok and Siberia | Via P. & H. | 17.00 | .. | .. | .. | .. | 17.00 |
| Amoy and Swatow | Feiching | 21.00 | .. | .. | .. | .. | 21.00 |
| **Tuesday, April 1.** | | | | | | | |
| Japan & America, via N'saki | Kasuga Maru | .. | .. | .. | .. | 9.30 | 9.00 |
| Japan Ports | Kasuga Maru | .. | 9.00 | .. | .. | .. | .. |
| Amoy | Upolu | 10.00 | 10.00 | .. | .. | .. | 9.30 |
| Hongkong and Canton | Sinkiang | 10.00 | .. | .. | .. | .. | 9.30 |
| Japan & America | Kasuga Maru | 9.00 | .. | .. | .. | .. | 8.30 |
| Japan & America | Omi M. | 19.30 | .. | .. | .. | .. | 19.00 |
| Swatow | Wosang | 13.00 | 13.00 | .. | .. | .. | 12.30 |
| River Ports | Train & Str. | 21.00 | .. | .. | .. | .. | 21.00 |
| Vladivostok and Siberia | Via P. & H. | 17.00 | .. | .. | .. | .. | 17.00 |
| Antung | Ichang | 10.00 | .. | .. | .. | .. | 9.30 |
| Swatow | Hwahkuei | 10.00 | 10.00 | .. | .. | .. | 9.30 |
| Hongkong and Canton | Tamsui | 10.00 | .. | .. | .. | .. | 9.30 |
| Hongkong | do | .. | 10.00 | .. | .. | .. | .. |
| Hongkong | Hopsang | .. | 11.00 | .. | .. | .. | .. |
| Hongkong and Canton | do | 11.00 | .. | .. | .. | .. | 10.30 |
| Hongkong | Sinkiang | .. | 10.00 | .. | .. | .. | .. |
| **Wednesday, April 2.** | | | | | | | |
| Amoy and Hongkong | Suiyang | .. | 17.00 | .. | .. | .. | .. |
| United Kingdom, via Suez | †Elpenor | .. | 15.00 | .. | .. | .. | .. |
| **Thursday, April 3.** | | | | | | | |
| Weihaiwei and Chefoo | Koonshing | 11.00 | .. | .. | .. | .. | 10.30 |
| Weihaiwei, Chefoo & Tientsin | Koonshing | .. | 11.00 | .. | .. | .. | .. |
| **Sunday, April 6.** | | | | | | | |
| H'kong, S. Ports, Straits, Ceylon, India and Europe, via Suez | *A. Lebon | .. | 23.00 | .. | .. | .. | .. |

† Parcel only.

*Ordinary letters will be closed at the French Post Office at 8 a.m. registered articles and money orders at 5 p.m. on previous day and parcel post at noon on Friday, April 4.

A Money orders and parcel post until 2.30 p.m.
B Letters and boxes with declared value 7:30 p.m. Parcel post 4
E p.m. and money orders 3 p.m. Registered articles 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsinan, Tientsin, Petking, etc.

a.—at 21 for S.N.R. 23 o'clock train
b.—at 7 for S.N.R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

# VESSELS IN HARBOR AND AT WOOSUNG

| Date | | From | Ship's Name | Flag | Agents |
|---|---|---|---|---|---|
| Sept. 16 | — | Japan | Matsu Maru | Jap. | M.B.K. |
| Oct. 1 | — | Japan | Meiho Maru | Jap. | |
| Oct. 22 | — | | Stasia | Am. | |
| Oct. 26 | — | | Shanghai | Chi. | M. & Co. |
| Nov. 2 | — | Singapore | Tosan Maru | Jap. | |
| Nov. 26 | — | | Melchuen | Am. | Socony. |
| Dec. 7 | — | | Kanju Maru | Jap. | M.B. Co. |
| Dec. 17 | — | | Shibechi Maru | Jap. | |
| Jan. 14 | — | | Eleperanca | Am. | |
| Jan. 16 | — | | Tanho Maru | Jap. | S. Shokai |
| Jan. 26 | — | | Bolestrand | Am. | |
| Jan. 28 | — | Japan | Sanio Maru | Jap. | N.Y.K. |
| Jan. 30 | — | | Taitsu Maru | Jap. | M.B.K. |
| Jan. 31 | — | Cruise | Pacific | Dan. | G.N.T. Co. |
| Feb. 12 | — | Japan | Yoiko Maru | Jap. | N.Y.K. |
| Feb. 14 | — | | Taisho Maru | Jap. | M.B.K. |
| Feb. 15 | — | Bellingham, Wash. | J. Steedman | Br. | M.B.K. |
| Feb. 19 | — | Wuhu | Chinkiang | Br. | B. & S. |
| Mar. 1 | — | River ports | Kuling | Chi. | |
| Mar. 13 | — | | Misaki Maru | Jap. | M.B. Co. |
| Mar. 16 | — | | Bansei Maru | Jap. | |
| Mar. 16 | — | | Mifuku Mar | Jap. | M.B. Co. |
| Mar 19 | — | Vladivostok | Oleg | Rus. | R.V.F. |
| Mar. 20 | — | | Marie Barnard | | |
| Mar. 20 | — | Japan | Kumanosan Maru | Jap. | |
| Mar. 21 | — | Japan | Takeno Maru | Jap. | |
| Mar. 22 | — | | Elvira Stolt | Br. | C.I.&E.L. Co. |
| Mar. 23 | — | Hongkong | Hwahting | Chi. | B. & S. |
| Mar. 23 | — | Cruise | Pingching | Chi. | Customs |
| Mar. 24 | — | Ningpo | Meinan | Am. | Socony. |
| Mar. 25 | — | Foochow | Kienkong | Chi. | W. & C. |
| Mar. 26 | — | Japan | Daiya Maru | Jap. | |
| Mar. 26 | — | Texas | British Empress | Br. | A. P. Co. |
| Mar. 26 | — | River Ports | Meifoo | Am. | Socony. |
| Mar. 26 | — | Tientsin, Ports | Sinkiang | Chi. | B. & S. |
| Mar. 27 | — | | Wanli | Chi. | |
| Mar. 27 | — | Liverpool, etc. | Telemachus | Br. | B. & S. |
| Mar. 27 | — | Manila | Shunchang | | |
| Mar. 27 | — | Chinwangtao | Patriot | Br. | K.M.A. |
| Mar. 27 | — | Tientsin, ports | Kingsing | Br. | J. M. & Co. |
| Mar. 28 | — | Tsingtao | Chenan | Br. | B. & S. |
| Mar. 28 | — | River ports | Nanyang Maru | Jap. | N.K.K. |
| Mar. 28 | — | Japan | Daito Maru | Jap. | |
| Mar. 28 | — | Japan | Yenoura Maru | Jap. | M.S.K. |
| Mar. 28 | — | Chefoo | Shibisan Maru | Jap. | M.B.K. |
| Mar. 28 | — | Tsingtao | Toko Maru | Jap. | S. M. R. |
| Mar. 29 | — | New York via H'kong | C. of Bristol | Br. | J. M. & Co. |
| Mar. 29 | — | | J.B.A. Kessler | Dut. | A.P. Co. |
| Mar. 29 | — | Tsingtau | Nagasaki Maru | Jap. | Suzuki & Co |
| Mar. 29 | — | | Shawhsing | Chi. | S.P.S.N. Co. |
| Mar. 29 | — | Japan | Kasuga Maru | Jap. | N. Y. K. |
| Mar. 29 | — | River ports | Kiangfoo | Chi. | C.M.S.N. Co. |
| Mar. 29 | — | River ports | Luenho | Br. | J. M. & Co. |
| Mar. 29 | — | River ports | Kiangyu | Chi. | C.M.S.N. Co. |
| Mar. 29 | — | River ports | Talee Maru | Jap. | N. K. K. |
| Mar. 29 | — | Cruise | Liuhsing | Chi. | Customs |
| Mar. 29 | — | Hongkong | Sinkiang | Chi | B. & S. |
| Mar. 29 | — | | Shinsei Maru | Jap. | |
| Mar. 29 | — | Amoy | Feiching | Chi. | C.M.S.N. Co. |
| Mar. 29 | — | Japan | Nagata Maru | Jap. | A.P. Co. |
| Mar. 29 | — | Japan | Fumi Maru | Br. | M.B.K. |
| Mar. 29 | — | Moji | Kamo Maru | Jap. | N. Y. K. |
| Mar. 29 | — | Wenchow | Kwangchi | Chi. | C.M.S.N. Co. |

# MEN OF WAR IN PORT

| Section | Date | From | Name | Flag and Rating |
|---|---|---|---|---|
| WTW | | | Snipe | Br. gun-boat |
| WTW | | | Nightingale | It. gun-boat |
| P & O B I | Oct. 18 | | Sel. Caboto | Br. g

# Business and Official - - - Notices - - -

## Special Notice To Mariners

No. 525.

China Sea.

Shanghai District.

Yangtze River—South Channel Entrance.

Shaohsing Wreck Buoy moved temporarily.

Referring to Coast Notice to Mariners No. 672 and Special Notice to Mariners No. 524, NOTICE is hereby given that the Shaohsing Wreck Buoy has been temporarily moved one cable to the southeastward of the position given in Notice to Mariners No. 672 whilst blasting work is in progress on the wreck. The buoy is now 1½ cables southeast of the wreck.

T. J. ELDRIDGE,
Acting Coast Inspector.
Coast Inspector's Office,
Shanghai, 29th March, 1919.

## NOTICE

TO ALL WHOM IT MAY CONCERN:

You are hereby notified that the vessel, Esperanca, has been seized by virtue of Writ of Arrest issued by the United States Court for China by reason of a debt due plaintiffs Chun Wen Ching and Chun Wun Che incurred on behalf of said vessel and who have filed their libel with said Court; that a hearing will be had on said libel in the United States Court for China at 10:00 a.m. on the 31st day of March, 1919, at its Court Room, 11 Whangpoo Road, Shanghai, and you are hereby notified to appear and interpose your claim and to make allegations in your behalf.

Dated this 29th day of March, 1919.

N. E. LURTON,
United States Marshal for China.
21853

## REMOVAL

The Offices of the undersigned have been removed to No. 26a Canton Road, 2nd Floor.

**C. A. MARTINHO-MARQUES & CO.**

SEND 75 DOLLARS
FOR A RELIABLE TYPEWRITER
Smith Premier or Remington
Also Cheaper Machines
Packed and Delivered Shanghai
Write for Bargain List S.D.P.
British Ribbons and Carbons at Trade Prices.
TAYLORS, 74, CHANCERY LANE,
London, W.C. 2, England.

## NOTICE

We regret to inform our Customers and the General Public that, owing to the embargo placed on the Export of Butter by the Australian Government, we are out of stock of "DAISY" BRAND Butter. We are, however, able to supply our "MEADOW" BRAND which is an excellent first-grade Fresh Butter, now obtainable from all leading Storekeepers, in one-lb. pats.

**GEDDES & CO., LTD.**
IMPORTERS
5, Peking Road Tel. C. 346

## In the United States Court for China

*In re Estate of* ALBERTA CASTERLIN KEMPTON FITCH Deceased.

Cause No. 736
Special Proceeding No. 278
(Administration)

NOTICE TO CREDITORS

Notice is hereby given to all parties interested that the undersigned has been appointed Administrator cum testamento annexo of the last will and testament of the above named decedent; that all persons having claims against the estate of said decedent are required to present the same for payment with vouchers, to the undersigned on or before September 16, 1919, and that all persons owing said deceased are required to make payment to the undersigned.

GEORGE ASHMORE FITCH,
Administrator, Cum Testamento Annexo,
No. 120 Szechuen Road,
Shanghai, China.
March 16, 1919.
21649

## In the United States Court for China

*In re Estate of* HENRY B. KEELER, *Deceased.*

Cause No. 747
Special Proceeding No. 282
(Administration)

NOTICE TO CREDITORS

Notice is hereby given to all parties interested that the undersigned has been appointed Administrator of the estate of the above named decedent; that all persons having claims against the estate of said decedent are required to present the same for payment, with vouchers, to the undersigned on or before September 16, 1919, and that all persons owing said deceased are required to make payment to the undersigned.

HERBERT RALPH SNYDER,
Administrator,
Standard Oil Company of N. Y.,
Shanghai, China.
March 16, 1919.
21648

## IN THE UNITED STATES COURT FOR CHINA

*In re Last Will and Testament of* WALTER SCOTT EMENS, *Deceased*

*Cause No. 741*
*Estate No. 280*

NOTICE TO CREDITORS

NOTICE is hereby given to all parties interested that the undersigned has been appointed Executrix of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before September 30, 1919, and all persons owing the said deceased are required to make payment to the undersigned.

KATHERINE T. EMENS,
Executrix.
c/o W. S. Emens Co.,
7, Jinkee Road,
Shanghai, China.
March 30, 1919.
21831

## Foreign Women's Home

THE ANNUAL LINEN SALE will be held on April 4th from 3 to 7 p.m. by kind permission of MRS. WALKER at the Deanery, Hankow Road.

**Tea**

Household and dress linen; Irish embroidered, and plain, linen table cloths, teacloths, serviettes, handkerchiefs, etc., also articles made in the Home, and home made sweets will be on sale.

21832

LOMBIO
CURES
PILES
Prickly Heat, Eczema, and all Skin Troubles.

LOMBIO gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draws out the heat from the inflamed tissues and effects a permanent cure.

To be obtained from local agent

Shanghai Dispensary
24 Foochow Road, Shanghai

Sole Proprietors:
LOMBIO COMPANY,
16, New St. Bishopsgate, London, E.C.

New stock is expected shortly

## "Drab, Inartistic, Undecorated"

A world of total abstainers might possibly be a decorous world, a virtuous world, a world perhaps a little too conscious of its own merits; but there is no reason to suppose that it would be an uncontentious world or unprejudiced world, or a world from which exaggeration of statement, intemperance in speech, or intolerance of opinion would be banished; and there is some evidence to make us anxious lest it should be a drab, inartistic, undecorated world; a world without poetry, without music, without romance; utterly destitute of humour; taking sadly what pleasures it allowed itself.

ELEPHANT HEAD SHERRY

GARNER, QUELCH & CO.
Sole Agents

## Min River Conservancy

TENDERS are hereby invited for the delivery, c.i.f., Foochow, of one strongly built wooden service motor boat, open, with removable canvas awnings, 25 to 30 feet in length, draught not to exceed 24 inches. Engine to be of most approved type, 12 to 16 Horse Power, kerosene feeder.

Offers stating particulars, terms, time of delivery, etc., will be received up to 15th April by

Hon. Secretary,
Min River Conservancy,
Foochow.
21829

## NOTICE

We, the undersigned firm of Chinese, have purchased the Butchery hitherto owned by F. Pasche, A 1117-8 Broadway. The same will henceforth be carried on under entirely Chinese management and ownership, under the name of the Shanghai Butchery (Kong Kee). We solicit a visit to our establishment, where costs compare favorably with other concerns, and where price lists and passbooks may be obtained.

**Shanghai Butchery**
(Kong Kee)
21813

## The Anglo-Dutch (Java) Plantations, Limited

(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN that the Ninth Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, on Monday, the 7th day of April, 1919, at 4 p.m.

The Transfer Books and Share Register of the Company will be closed from Monday, 31st March, to Monday, 7th April, 1919, both days inclusive.

By Order of the Directors,
R. N. TRUMAN & CO.,
Secretaries and Managers.
Shanghai, 25th March, 1919.
21774

## NAAMLOOZE VENNOOTSCHAP

**Maatschappij Tot Mijn,-Bosch-En Landbouwexploitatie in Langkat**

NOTICE is hereby given that the Annual General Meeting will be held in the offices of the Company, Tandjong Poera, Lower Langkat, Sumatra, at 10 a.m. on Monday, the 28th April, 1919.

By Order of the Directors,
GEORGE McBAIN,
General Agent.
Shanghai, 22nd February, 1919.
21357.

**Amusement Advertising will be found on Page 21**

**Business and Official Notices are Continued on Page 17**

FOR
METALS, HARDWARE & SUNDRIES
PHONE OR WRITE TO
W. Z. ZEE & SONS
BROADWAY-SHANGHAI

DO BE RATIONAL
USE A NATIONAL
PORTABLE TYPEWRITER, MODEL No. 3
SOLE AGENTS
THE OFFICE APPLIANCE CO., 4 CANTON ROAD, SHANGHAI

## HOUSES TO LET

DIXWELL ROAD, furnished house to let, for six months or longer period. Four rooms, large attic, two bathrooms, garden, hot water system; ideal for couple. Apply to Box 403, THE CHINA PRESS.
21835 A.2.

**TO LET for eighteen months, in Yangtszepoo, a furnished house of six rooms, with bathrooms, dressing rooms and verandahs, facing south, very cool, quiet neighborhood, inexpensive rent. Apply to Box 383, THE CHINA PRESS.**
21790

FLAT to let in best part of town, fully-furnished, or furniture, etc., for sale as it stands and flat to let on lease with all the fixtures. Apply giving names to Box 400, THE CHINA PRESS.
21836 M.30.

HOUSES TO LET, 46 Bubbling Well Road, six-roomed house with attics, Tls. 115. 113, Avenue Road, six-roomed house with closed verandahs, garden and stabling, Tls. 90. 123, Avenue Road, eight-roomed, attics, closed verandahs, garage, etc., Tls. 135. Apply to 10 Yangtszepoo Road, Telephone East 24.
21822

TO LET, Nos. 14 and 12, Wayside Road. Four-roomed residence, rent Tls. 45. Apply Morgan Koo, Bisset & Co., No. 1 Bund.
21818 A.4.

TO LET, 44 Sinza Road, five-rooms, two baths. 450-E Avenue Joffre, modern six-roomed residence. 20 Yates Road, detached, eight-roomed, tennis, garage, stable, from April 15th. Apply premises for inspection; other particulars, J. H. Hammond, 51 Szechuen Road.
21821

WE have several houses to let, rentals from Tls. 55 to Tls. 125 per month. For particulars, apply to China Realty Co., Ltd., Nanking and Kiangse Roads.
21814

## HOUSES TO LET

TO LET, from 1st June, a nicely furnished house in French Concession, with garage and tennis court. Apply to Box 379, THE CHINA PRESS.
21732

## APARTMENTS WANTED

WANTED: American bachelor wants room and board with refined European family immediately. Apply to Box 394, THE CHINA PRESS.
21815 M.30.

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# Probing Niagara's Secrets at the Very Brink

## How Science Overcame the Stupendous Sweep of the Great Cataract and Mapped Out Every Wrinkle of the Rocky Lip Over Which Its Floods Pour

© UNDERWOOD & UNDERWOOD.

**A View of Practically the Whole Cataract with Its Millions of Horsepower Created By Its Fall and Showing How the Float Was Manipulated at This Part.**

ENGINEERING ingenuity, set to the task by the necessities of power plants deriving their energy from the stupendous cataract of Niagara, has succeeded in mapping every contour, channel and gully through which the vast flood pours down into the gorge 178 feet below.

The secrets of Niagara were probed at its very brink, and the force of the rushing waters against which no man or man-built boat could stand yielded to a mechanism of wood and steel and cables directed by one human brain on the shore.

The fluctuations in the amount of water passing over the falls has seriously handicapped at times the work of the power stations whose gigantic turbines grind the electricity from the falling stream. The work of charting the bed at the brink and a mile or more farther up was undertaken by Mr. Leon R. Brown, who is in charge of the office and field work of the New York State Railways at Rochester, N. Y. From the data gathered it will be possible to build dams and other obstructions which will control the flow of the water so that even in the driest seasons there will be enough maintained at just the right spots to turn the power plants' wheels.

Hazards were run in taking the soundings and heart-breaking disappointments were occasioned by the failure of certain parts of the apparatus to function during the experimental stage of the work. The attaching of the barrels to the cables in such a manner that they would not all slide to one end was in itself a problem, and several times the force of the current was sufficient to snap one of the cables.

At one time the downstream cable snapped and, buoyed by its barrels, started over the falls. The presence of mind of a transitman in cutting the slack end of the cable near the windlass saved the party a heavy loss, both in time and apparatus.

Another time Mr. Brown, who was standing on a concrete wall above the river, was struck by one of the cables and knocked from the wall into the river bed. But for the fortunate accident of striking some rocks at the water's edge instead of falling into the current, there is no doubt but what he would have been swept over the falls. The windlasses, also, were dangerous and several accidents occurred in handling the cables.

From a scientific standpoint the apparatus used by Mr. Brown is an invaluable adjunct to work of a similar nature and will materially aid in the development of water-power and irrigation projects. It will be particularly useful to Government engineers in making hydrographic surveys of the rivers of the country. Telling the story of his achievement to the New York American, Mr. Brown said:

"A large area of the Niagara River just above the falls varies in depth from 10 to 20 feet and has a velocity of about 30 feet per second. The bottom is worn very uneven by the action of the water on the limestone and is strewn with many large boulders. The purpose of the soundings was not only to obtain elevations of the bottom of the river so contours could be shown.

"For a person to venture out with a boat or raft, even when secured to the shore with strong cables, was out of the question, for they would be quickly overturned by striking a rock or drawn entirely under by the swift current. It was impossible because of the width of the river to get soundings from a car carried on an overhead cable as the Government does, and no diver however heavily weighted could keep his feet in that swift current. The conclusion was reached after some experimenting that in order not to risk human life some way must be devised to obtain these soundings from the shore.

"The plan chosen was to operate a float or raft with cables from the shore. This float contained a sounding pole graduated in feet and weighted at one end and arranged so it would always remain upright in the water. The pole moved up and down vertically and was operated by a trip rope from the shore. Its position was located by triangulation from the shore and the elevation of the bottom obtained by level readings.

"The float was constructed of pine timbers, arranged in the form of a triangle, with the ends mitred and securely bolted. This was much more rigid than a square frame would have been and did not require lateral bracing. This triangle shape also lent itself especially well to the action of the current and the scheme of navigation that was used to move the float from one point to another.

"One of the most difficult problems was to get the float into a position to take soundings. At first this was attempted by attaching two cables to the float, one secured to a windlass located a considerable distance above the area where the soundings were to be taken and the other some distance below where the soundings were to be taken.

"These two cables were each attached to a corner of the float, allowing the third corner of the float to point toward the shore. The current acting against the upper side of the float was expected to push it out in the river as far as would be necessary to take the soundings.

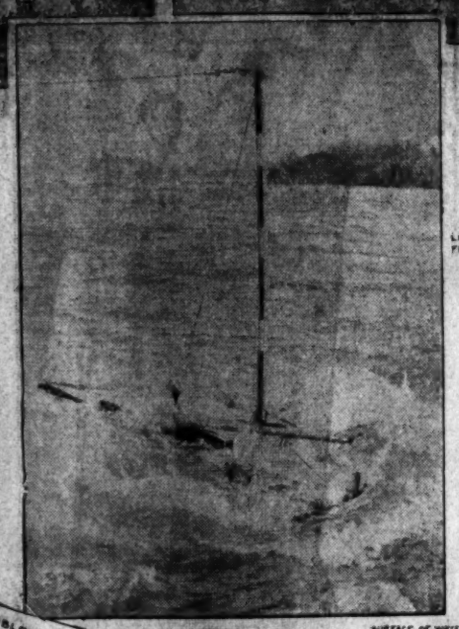
"By this arrangement advantage was also taken of a great bend in the river at this point. However, it was soon found that this arrangement was not satisfactory. There was so much strain on the cable leading to the upper windlass that four men could not wind it up. At times the float with its long sounding pole would be drawn entirely under the water, leaving no evidence on the surface to show where it was.

"This difficulty was overcome by another arrangement. (See Figure 2.) The down windlass was removed and placed by the side of the upstream windlass, leaving the cables attached to the same corners of the float. This at once relieved the excessive strain on the cables. Instead of pulling against one another, the cables were now pulling together. Short plank nailed vertically on the upstream side of the float formed a rudder. The control of the float was now almost perfect, as a study of Figure 2 will show.

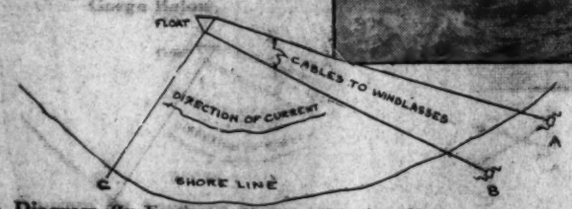
"The action of the current of the river on the upper side of the float caused the float to move away from or toward the shore, depending on the angle the side made with the direction of the current. This was controlled by the two windlasses. At the angle shown in the sketch, the float would tend to move out from the shore.

"The speed at which this float moved at right angles to the shore was astonishing. By changing the position of the windlasses, it would have been possible to have moved the float entirely across the river in this manner. To move the float up or down the stream, it was only necessary to wind up or play out both windlasses at once.

"A third cable leading to the shore at right angles at point C was necessary to hold the float stable. At times the strain on this cable was so great that it required several men pulling on a block and tackle to haul the float toward the shore. This cable was found to be very convenient in taking a line of soundings at right angles to the shore. By merely paying out cable (C), starting with the float near the shore and with the rudder set for an off-shore movement as shown in Figure 2, one sounding after another could be taken without any movement of the windlasses



**A Photograph of the Float Itself with the Waters Wrestling with It Just Before Their Plunge Into the Gorge Below.**




**A Diagram By Engineer Brown Showing How the Float Was Held in Position By Cables Attached to Windlasses on Shore (Fig. 2).**

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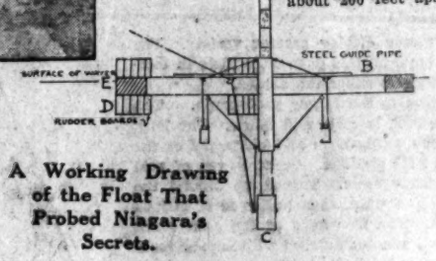
**A Pictorial Diagrammatic View of the Brink of Niagara Falls Showing How the Float Was Manipulated at This Point.**

A and B. The course followed would actually be an arc of a circle, but the radius being so long made it approximately a straight line.

"To support the long cables leading from the windlasses to the float and thus keep them from catching under the large boulders in the bottom of the river and also to keep the weight of the cables from dragging the float beneath the surface, empty barrels carefully plugged and made waterproof, were fastened to them about 200 feet apart.




**A Working Drawing of the Float That Probed Niagara's Secrets.**

These were attached to the cable by clips which passed through rings on special hoops around each end of a barrel. Special care had to be taken to keep the barrels from sliding down the cables.

"The sounding pole was thirty feet long, about five inches in diameter and octagonal in shape. The advantage of this shape was that the paint wore off only at the corners. It was found that with a round pole sliding up and down in its pipe support all graduations soon wore off. The bottom part of the pole for about ten feet, where it received the most wear, was wrapped in sheet zinc, and around this at the extreme end was cast a lead weight of 200 pounds. This was done by pouring melted lead into the space between the pole and a short piece of 8-inch cast iron pipe. An eye-bolt that passed through both the pipe and the pole was cast in the lead and provided a place to attach lift cable.

"A great difficulty was to hold the pole in a vertical position at all times. If it were held rigidly at right angles to the plane of the raft it would seldom be in a vertical position, and the violent plunging and rocking of the raft would soon break it off.

"This was remedied (see detail drawing of raft) by a system of ⅝-inch wire rope cables attached to a 5-inch steel guide pipe through which the sounding pole slid up and down. Three cables or guys, each about 4 feet long, went from an eye bolt in the middle of each side of the raft to an eye bolt riveted in the bottom of the perpendicular steel guide pipe. They were of such a length to bring the top of this pipe about a foot above the top of the raft when the pipe was perpendicular.

"The guide pipe itself was 5 feet long. These three supporting guys held the entire weight of the guide pipe and the sounding pole with its 200-foot weight. The guide pipe was held in a perpendicular position by three more guys attached in a similar manner to the top of the pipe and then passing through pulleys attached to the middle of each side of the raft. On each of these three guys a weight of about 25 pounds was hung.

"The next step was to provide the supports which were also made of wire rope. These went from the weights to the same rings in the middle of the side of the timbers where the main guys were attached, and were of such a length that all three were just fairly taut when the plane of the raft was horizontal and the guide pipe was perpendicular.

"With this system of guys and weights it will be seen that if the sounding pole is moved from a perpendicular position, the weight on the side toward which the pole is moved ceases to pull any longer on the pole, for it is supported by the supporting cable. On the other hand, the weights on the opposite side are lifted and so tend to pull the pole back into the perpendicular.

"It might have been possible to secure the same result with springs, but no springs could be found on short notice that were satisfactory."

There are other water falls and water courses in which the rush of the water has heretofore made similar soundings impossible and therefore has defeated the desire to utilize the power going to waste. The Brown apparatus can be used in any of these, and from a scientific standpoint is an invaluable adjunct to the work of developing water power and irrigation projects wherever it is desirable to obtain similar information before proceeding with actual development.

# Newest Evening Gowns By Lady Duff-Gordon

*A robe of emerald tulle over a foundation of violet satin.*

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

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### *By Lady Duff-Gordon.*
*("Lucile")*

AS Spring approaches evening gowns display greater variety. You will observe that the pair of them on this page have little in common save their extreme narrowness about the ankles.

Extremely elaborate is that pictured in the larger photograph. The keynote of this robe is magnificence, both in color and fabric. The long, scant skirt, diminishing to kimono-like narrowness and character of the border at the hem, is of brocade in gold and red. Great leaves of gold shine against a background of burgundy satin. Turned up around the hem is a loose fold of apricot silk. The tight, sash bodice is of striped brocade in gold, silver and old rose. The free ends of the sash reach nearly to the hem of the skirt in front, and are finished with copper roses and silver tassels. A long scarf of silver gauze is drawn about the shoulders and fastened at the bust line. The sash is edged by a border of rose and silver ribbon. From the back hangs a second scarf like a square-finished cape. This is of gold gauze with a border of turquoise ribbon. An Oriental touch is the ornament of black feathers and emerald green silk worn on the corsage. A similar ornament is worn with the filet of silver ribbon. Long turquoise and pearl earrings sound again the Oriental note.

The second gown, reproduced in the upper left hand of the page, is a robe of emerald tulle over a foundation of violet satin. The tulle is finished with a flat, narrow border of silver. A wide short sash of bronze green satin tightly confines the waist. An orchid of velvet is thrust among the folds of the sash. From the right shoulder to the left, across the sash and to the edge of the short tunic, falls a spray of silver and brilliants in floral design.

Black is growing in popularity. Instead of wearying of the sable shade, women of fashion who have worn it frequently this Winter are ordering new gowns of it in which to welcome Spring. It is as though night wrapped itself in an extra mantle of darkness to meet the flush of dawn.

A lovely evening gown made for a twenty-year-old debutante was fashioned of black satin. The satin was covered with black lace, the black lace with filmiest black net. Front and back full-length panels were of the satin, covered with the lace. Between the panels from hip to hem were arranged many narrow side ruffles. From beneath the ruffles peeped little clusters of pink rosebuds.

*This up-to-tomorrow gown is built upon a handsome foundation of cream-colored velvet.*

THE KINOGRAM PUBLISHING CORPORATION

# One Piece Dress To Stay, With Taffeta Ideal Stuff

## Odd Color Combination And Much Embroidery Still Ruling In Spring Models Now On View

By Martha Goode Anderson

The one piece dress seems, to be more in favor than ever. It is appearing at this time in new fabrics; that is, fabrics which seem new in that we have not used them for so long. Taffeta, for instance, is one. The newest one piece utility frocks are of black taffeta. Now the making of a frock of black silk of any sort is an art in itself, as no other color gives just the middle aged sedate appearance that the black silk frock has. Especially is this true of black taffeta, as this silk too often has a shiny surface which is not pretty at all and most difficult to wear. Treated cleverly, however, black taffeta gives its reward in a frock answering all needs and appearing at advantage always.

Thus we find these newest spring one piece dresses. With few exceptions the chemise dress is the favored model, but with variations. Few of these straight chemise models are now seen without belts of some sort, and generally these take the form of wide girdles or sashes, often combined of one or more colors. The effect of the color combinations is very pleasing.

On one of the black taffeta dresses of which I have been speaking there appears a sash at least twelve inches wide, made of two pieces of French blue ribbon with a soft lavender shade between the top and bottom pieces. Of course the wide belt crushes in good folds about the waist and does not break the long line of the chemise frock.

**Great Tendency For Trimming**

I observe over and over the tendency to trim, ornament, embroider and otherwise embellish all fabrics and am not surprised, therefore, to come across a black taffeta dress with its lower tunic made entirely of eyelet embroidery done in black silk thread. This also has a wide girdle of two colors, which in this instance reveals black with an *entre deux* band of gold and black.

Of course the skirt is much longer than those we have had and, at that, much tighter about the ankles. Indeed, the very first thing which strikes me in looking over the Spring modes is this extraordinarily narrow effect about the ankles. In many instances it has been achieved by a slightly gathered effect along the bottom of the tight skirt and by setting a tiny fluting or quilling of the silk above this. These fluted ruffles, be it known, are distinctly new, and along with them come the double and triple box quills finishing skirt hems and tunics and all panniers, which also are here again.

Now the pannier takes two forms, that of draping at the hips or lying straight around the waist in a short ripple much as the tail of the chemise blouses appeared earlier in the fall. Only extraordinarly slender figures can carry off this frilly effect about the waist line, but panniers are not always difficult even for the very stout, as they rather take away the large, thick look through the hips and concentrate attention on themselves.

**Safest For Average Figures**

Without doubt, though, the long, straight tunics are safest for the average run of figures, and now that the clever makers have found a way of adjusting the long and loose effect to all figures by these beautiful and becoming belts it is safe to predict an unrivalled preference for this type of frock.

The tricolette and tricotine frocks and those of other knitted materials, either of silk or wool, have not lost their popularity and are here again in some new colors. There are few changes as to lines and designs, as the narrow, tight skirts with the long tunics are still favored, the upper part of these tunics being of almost shirtwaist plainness. Redingotes these resemble, that long, tight garment of long ago.

Buttoning up the back is the newest departure, but these, I am sure, will be left more largely to the younger generation. Whatever the design, there seems to be an effort to make a plain, tight fitting bodice with narrow shoulders and the straight, long sleeves of our grandmothers' day.

Foulard is about to have a flurry again, especially the satin fouriards with the oyster white backgrounds overrun with rings, scrolls, dots and garlands of blue. As this sort of material is ornate in itself, the tendency for extra trimming is less pronounced on the chemise dresses made of this silk. In fact, one might almost call the foulard frocks thus far brought out shirtwaist dresses, for they have the simple dignity of that type of frock.

**Of Schoolgirl Simplicity**

One, for example, is of almost schoolgirl simplicity with a narrow tunic over a tight petticoat underneath and made of dark blue moire. At the waist there is a sash of dark blue moire ribbon crushed around and tied simply at one side. The shirtwaist bodice has a round low neck with batiste frills, knife pleated and edged with narrow valenciennes, the same frills appearing in the three-quarter sleeves.

A delightful material, which is sister to this foulard with its scrolls and ornamented surface, is the printed georgette. Last year this sort of frock was not ubiquitous like the self-toned dresses of georgette, relieved only by the endless panels and bandings of self-toned beads. This year, however, it bids fair to tell another story, as printed georgette is charmingly woven in colors and designs almost irresistible.

Again, an old style becomes new, for many of these thin, supple frocks show accordeon pleated tunics softly draped over the underskirt of a plain and more subdued fabric. As they are like the foulards—ornamental enough in themselves—there is little need for extra trimming, and one rarely sees more than a sash of two colors set against their figured backgrounds and giving tone and character. Nothing is more serviceable than a dress of this sort. It is suitable for almost every occasion in warm weather, as it is neither too elaborate nor yet not elaborate enough.

As the Spring days advance we will begin to realise that this is to be a silk year—certainly if all the indications speak truly it will undoubtedly be one. And we can see a return of the taffeta frocks of some seasons ago, with a combination of georgette and these printed fabrics almost supplanting the thinner satins and crepes which have been with us now so very long. Of course, I mean that the silk frock is the one which will practically supplant the others for the utility frock. Since we have come to realise that our shirtwaists, however beautiful, are not always the most appropriate things to wear we have rushed frantically into these one piece affairs until one would travel far without finding a feminine wardrobe minus.

It is a distinct departure from the days of basques and bodices and waists. And by the same token what has become of all the whale boning, the casings and the seam bindings and endless intricacies which made the home dressmaker's task so monumental and so difficuut? The inside of our dresses these days are of extreme simplicity, thanks be!

**Linings Made Simple Now**

A simple silk band of varying width is placed around the figure, a still simpler lining for the bodice of a soft China silk, a bit of lace whipped around the low neck and sleeves of this inner lining, sufficient fasteners placed down the front or back as the case may be. And here we have a lining accomplished in much less than half the time it used to take, for as a rule only two seams, one under each arm, appear. On this waist band are draped skirt and bodice—and there you are!

It is said we have learned this simplicity of making from the French and they have learned how to achieve the maximum of effect with the minimum of labor. I leave it to the various types of women who either make their own clothes or buy them ready made to decide which they prefer, but I think every one hails with joy all that simplifies the complicated existence of today.

## When My Boy Comes Home

By Mimosa

**Wrinkles and Grey Hair Must Disappear**

Two years can make a great change in a woman's appearance at any time, but two years of war worries often adds ten years to one's apparent age, and this was what the two years during which her husband has been away had done to Gladys Summers. She had aged tremendously, little lines and wrinkles had formed round her eyes, and deep lines around the mouth, and her hair had become tinged with grey. In fact, she was in despair as to what the man who had left her looking so young and fit would think of her when he returned.

**Six Weeks to Effect a Transformation**

When she came to confide her troubles to me she had just six weeks in which to improve herself, for by that time he was due home.

Six weeks isn't long, but I felt sure that if she really tried she could make a very great improvement.

**Removing the Wrinkles**

To smooth out the wrinkles I made her get a little pure mercolised wax, and rub it gently into her face and neck every night, working the wax into the skin very carefully, and rubbing always in an upward and outward direction. Mercolised wax has the effect of gently and imperceptibly peeling off all the dead skin, and with it the lines and wrinkles, which, as you probably know, are only on the outer skin and not beneath it as so many people think. Every night the wax was applied evenly all over the face, and gradually the old skin and the wrinkles disappeared, and the fresh young complexion underneath soon became apparent, soft, smooth, and clear.

**Restoring the Grey Hair**

Hair dyes are an abomination; Gladys and I were both agreed on that point, and what was far more important she was dreadfully afraid that if she used a dye, the colour might not be quite the same as her own, and that her husband would notice the difference.

I advised her to get two ounces of tammalite, and to use it regularly for a week. The tammalite should be mixed with three ounces of Bay Rum, and applied to the roots with a small sponge.

Once a fortnight I told her she must shampoo her hair, so as to keep it in good condition, and for this she used a dessert-spoonful of stallax dissolved in warm water. After a stallax shampoo it is not necessary to rinse the hair, as the hair is left soft and silky with a natural wave, which is most pleasing.

**The Finishing Touches**

Instead of using powder Gladys got an ounce of elemisite and dissolved it in water. This she dabbed over her face and neck, and allowed it to dry on the skin, while to give a slight colour to the cheeks, she applied a little coilandum with a piece of cotton wool. Coilandum is quite unique, as it cannot be detected, and as the atmosphere of the room grows warmer so the colour deepens slightly giving an absolutely natural appearance.


You have heard of

**Pond's Vanishing Cream—**

seen it often, no doubt;

But do you know how different it is from any cream you ever used? Do you realize that it does for your skin something that no cold cream can do?

Rub a little Pond's Vanishing Cream on the back of your hand. At once it disappears. Notice how quickly your skin takes on a soft, milky tone. Even one application gives your skin a softness, smoothness and delicacy of coloring that is noticeably lovely.

Every woman who knows how to make her skin look its loveliest has found that, necessary as a cold cream is, it is not enough.

She knows that the skin also needs the protection a greaseless cream gives—a cream that can be applied while dressing, before going out.

Whenever your skin feels dry or drawn, or your face shows fatigue, you will find an application of Pond's Vanishing Cream remarkably refreshing. Entirely free from oil and absolutely greaseless, it lies cool and smooth on the skin for an instant, then vanishes.

***People with oily skin should never use an oil cream***

The famous skin specialist, Dr. William Allen Pusey, says that people with coarse pores and large fat glands should avoid fatty toilet preparations. If your skin is inclined to be coarse-pored and too oily, you will find Pond's Vanishing Cream ideally suited to your skin.

**Write for free samples.**

POND'S EXTRACT COMPANY'S

**VANISHING CREAM**

**Sold Everywhere**

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***Never Before in the History***

*of this store have we been so splendidly and completely prepared to meet your every Spring apparel requirement—whether it be for Suit, Gown or Wrap, and various novelty accessories, or the complete replenishing of your entire wardrobe.*

***Whether your means demand economic selections, or your taste leads to utter extravagance—the immensity and completeness of our Spring assortments far excel all previous efforts.***

*La Vogue*

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is the place for

**SILKS**

**SATINS, PONGEES, CREPES, GAUZES**

and

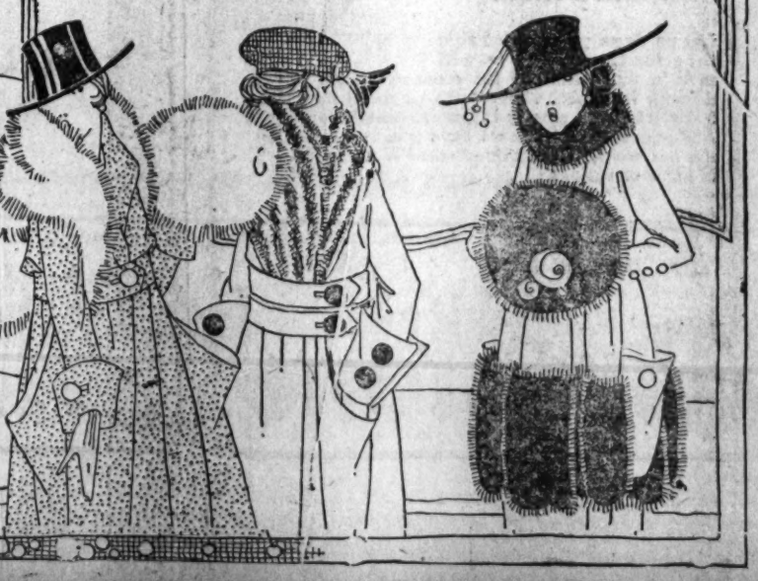
**HAND-MADE LACES**

Only Best Quality Goods are offered. No soiled stocks, but all the latest and best materials procurable. We also have a large stock of

**EMBROIDERED ARTICLES**

**The Leading Silk Emporium in the Orient**

P.128 Nanking Road Founded in 1857



# AUTOMOBILES

SHANGHAI, SUNDAY, MARCH 30, 1919

## U.S. STANDARD TRUCK CAREFULLY BUILT UP

### Designing Engineer Tells Of Its Origin And Describes Its Final Success

Some interesting facts regarding U. S. Army standard trucks were related recently by J. G. Utz regarding the origin of the United States standard truck at the meeting of the Society of Automotive Engineers. Mr. Utz for several months was in charge of the Motor Transport Engineering Department, which assisted in designing the present standard truck. He said that the Quartermaster Department recognised the importance of motor truck transportation six years ago, and when in the Mexican campaign in 1916 the desirability of limiting the number of designs became evident.

The United States Army bought its first 1½-ton truck as late as 1913, and by 1916 it had accumulated experience with but a limited number. In that year Colonel C. B. Baker, then chief of transportation in the office of the Quartermaster General, invited the Society of Automotive Engineers to send representatives to Washington to confer with army officers and representatives of about fifty truck builders in the preparing of specifications for a standard 1½-ton and a 3-ton truck.

Shortly after the declaration of war on Germany Colonel Baker's staff entertained hopes of having a completely standardised military truck, and new drawings were made. On October 1, 1917, all details were completed, and ten days later one sample war truck each of Classes A and B were ready for testing.

The General Staff authorised the production of 10,000 Class B trucks. The work was distributed among seventeen truck builders, each to make 500 to 1,000 trucks. The first five trucks were available January 10, 1918. By April, 1918, production was proceeding so satisfactorily that the General Staff authorised the purchase of 8,000 more trucks, and in August, 1918, an additional 25,000 were authorised, but the armistice was signed before the last order was far advanced.

It has been clearly demonstrated, said Mr. Utz, that the Class B trucks are not equalled in performance by any other type of truck used overseas.

## *Maxwell Chassis Under Constant Test*

Walter R. Flanders is probably the only producer of automobiles in the world who keeps in his organisation a man whose special job it is to keep constantly in test the mechanical sturdiness of the products. Flanders has a factory road engineer, Ray McNamara, who chases the models constantly back and forth across the United States. It is in this way that the sturdiness of Maxwell chassis design has been attained.

## *Nothing Ever Goes To Waste In Big Overland Factories*

### President Willys Tells How Tremendous Production Helps Economies That Result In Cutting Cost

"One of the policies of Willys-Overland, Inc., upon which we lay the greatest stress, is to share with the public the benefits of the economies of our great manufacturing facilities, which public appreciation alone has made possible," said John N. Willys in outlining some of the sweeping economies put into effect in all of his plants.

"We began at the start to demonstrate our determination to place the automobile in the hands of the greatest number of people possible," he continued. "But as our organisation grew in proportions we found further economies possible and they were effective all along the line.

**Big Savings By Large Purchases**

"This is possible of accomplishment, first through centralised control, giving us tremendous buying power and keeping the administrative expense a small charge in the total overhead. We were not satisfied to rest there, however, and have exerted our efforts to minimize in every possible way any tendency toward wasteful methods of manufacture.

"It is our aim to approach a point of efficiency in manufacture, so that when the finished car leaves the plant nothing wasteful gets away with it except the exhaust. It must not be loaded down with any efficiency in manufacture, for we proceed upon the assumption that somebody must pay for every bit of wasted material and time.

"America has furnished a striking illustration of how much may be done to eliminate waste and capitalise time. We took 2,000,000 men out of our industrial life and at the same time were able to produce more materials than we had done previously. This we were able to do by drawing on our inexhaustible fund of national energy. Nothing else can explain our ability to spend and consume more and still have tens of billions to lay out on war.

"Our conception of the part we play is that every manufacturing concern contributes toward a national fund of energy and material which must be drawn upon with moderation and squeezed dry of every atom of workable worth. Nothing must be discarded that may serve in any form. This is the business of our plant reclamation department.

"Under their direction equipment formerly considered worthless will be made use of in some other way. Formerly waste materials of various departments were left to the discretion of department heads for disposal. The easy way was to scrap them. Now all this is changed and they are turned over to the reclamation department, which gives thought and study to their further use.

**Burns Waste And Saves Coal**

"One plan of this department now under way will be to use all of the burnable waste in a special battery of boilers designed for the purpose. Into one set of these boilers is drawn by fan blast all the scrap from the woodshop. An additional set of boilers will be so arranged that the whole side may be lifted for the reception of heavier combustible junk. A car delivers junk and debris to the boilers.

"We figure this will save large sums on the coal bill.

"In the motor test department, where a final run smooths out all the bearings and working parts before the motor is installed in the chassis, hundreds of motors are kept running until the experts are satisfied they are quiet and absolutely smooth in action. During this running period there is not the least loss of power. Every motor is hooked onto a dynamo which is set at the proper pull to give the motors a thorough block test. All of the current thus generated is used in the factory for turning machinery of various kinds.

"Where small parts are machined in oil these parts are placed in a receptacle made for the purpose. The machine works very much like a cream separator. The oily parts are placed in the center and revolve at high speed. Centrifugal force does the rest. The excess oil is drained off and after a settling process is used again and again.

"Every bit of metal scrap is collected and taken to the baler! The sheet scrap fed into the jaws of this mammoth press is squeezed in its grip into a solid bale almost as compact as though it had been poured into a mould. This allows easier handling and saves space in shipping.

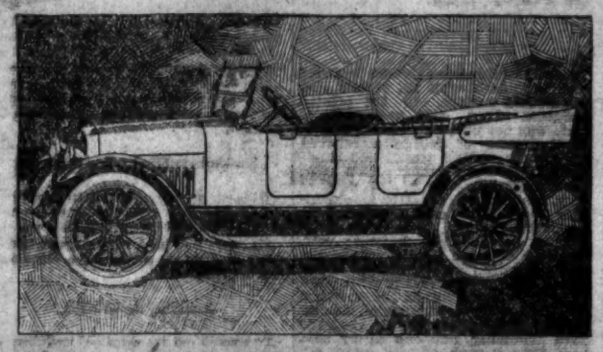
"These are but a few of the many instances reported by the department which always has its watchful eye on waste," said Willys. "Our men follow these matters step by step throughout the factory, looking after the health and welfare of employes to avoid any waste in man power or materials, so that there may be no misdirected or inefficient effort any place along the line.

"This effort has undoubtedly had its effect on our ability to keep our prices at a minimum and has made them stable in spite of fluctuations in materials and other conditions."


The low-priced QUALITY CAR

Studebaker NEW LIGHT FOUR

*Beautiful in design*
*Thoroughly modern*
*Mechanically right*



*Beautiful in design*
*Thoroughly modern*
*Mechanically right*

**ECONOMICAL to buy and maintain, BIG ENOUGH for the whole family, AMPLY POWERFUL, thoroughly up-to-date**
***DESIRABLE FROM EVERY ANGLE***

It is distinguished from the ordinary low-priced car by many features. Note how the metal of the bodies, for example, is built over hard-wood frames. Yet the car is so well designed and made of such excellent material that it is very light—it is perfectly balanced with consequently low gasoline and tire expense.

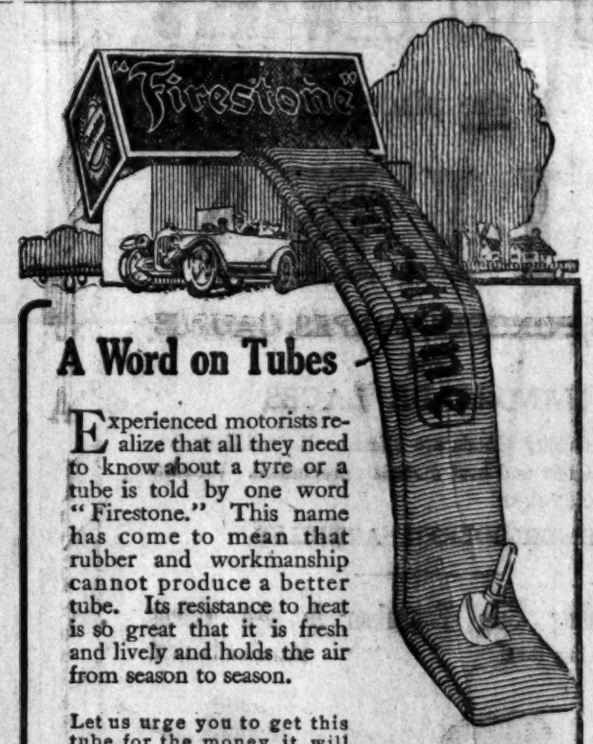
Then the soft, flexible application of power, through flexible couplings and intermediate transmission, means everything in easy riding. Examine the construction and note how scientifically this is obtained. The balanced weight, silent gear shift, short turning-radius and irreversible steering gear, result in exceptionally easy driving, as well; ideal for the owner-driver because of its convenience and accessibility.

**For particulars and demonstrations, apply to the**

**SHANGHAI HORSE BAZAAR & MOTOR CO., LTD.**

West 1213 Garage Telephones: West 1202






**A Word on Tubes**

Experienced motorists realize that all they need to know about a tyre or a tube is told by one word "Firestone." This name has come to mean that rubber and workmanship cannot produce a better tube. Its resistance to heat is so great that it is fresh and lively and holds the air from season to season.

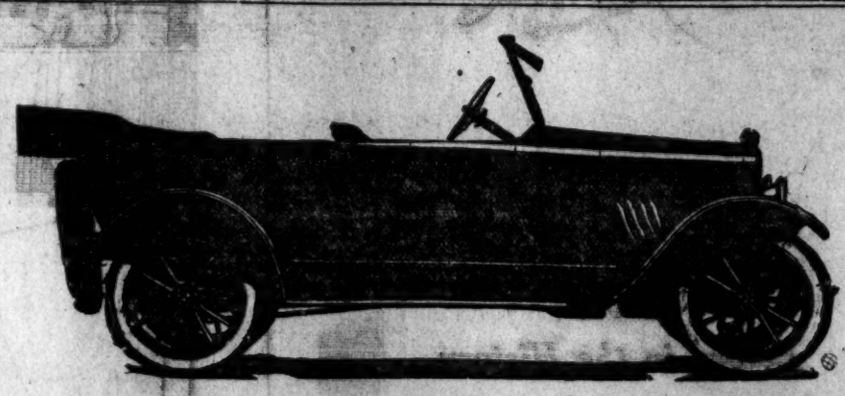
Let us urge you to get this tube for the money it will save in tube bills and the economy it will mean through its superb support of your casings. Weak, leaky tubes are among the worst enemies of tyres. And remember that all we have said is covered by the one word, "Firestone," the "Word of Honor" in tubes or casings.

**CENTRAL GARAGE**
2A JINKEE RD. SHANGHAI

**Firestone**



**BRISCOE**
THE CAR WITH THE HALF-MILLION DOLLAR MOTOR



**BRISCOE 4-24 has proved its SUPERIORITY**

So remarkable has been the character of Briscoe performance in the hands of owners that its superiority in its price class is no longer merely a moral certainty but a matter of fact.

Verified reports from numerous owners showed that the Briscoe coined 20-23 miles of arrow-swift travel from a gallon of gasoline. It wrung more than 150 miles from each quart of oil.

It was shown that the Briscoe had a wealth of "pick-up pep"—that it could go from a standing start to 45 miles per hour in less than 24 seconds.

Briscoe is a finished example of the modern quality car. It will meet fully your ideals—in beauty, in luxury, in comfort, in strength, in speed, in power.

A NEW SHIPMENT OF NEW MODELS HAVE JUST ARRIVED. TWO EXTRA TYRES ARE INCLUDED IN THE PRICE.
LET US SHOW YOU THE WAY TO MOTOR COMFORT

**Free Demonstration**

**ARKELL & DOUGLAS, Inc.**

38 Canton Road *Distributors* Phone, Central 2002

# SERVICE DONE AT HOME REAL WARWORK OF AUTO

## Saxon Head Says Conflict Gave Cars Big Opportunities In United States

Wonderful as was the work of the motor car in Europe during the last few years of struggle there, and despite the vast angles of future development which were opened by the automobile's accomplishments in the battle zone, the biggest thing that the war did for the motor car industry was done at home.

This is the opinion of C. A. Pfeffer, general manager of the Saxon Motor Car Corporation, and what this big thing is expresses concretely Mr. Pfeffer's idea of the future of the industry. Although he believes that the true significance of the stay-at-home work of the automobile will come only in the light of more mature retrospection, he believes that some of its most prominent features are apparent even today.

"What motor cars did right at home to win the war did more, in my opinion, to pave the way for a more prosperous future for the automobile industry than any other one thing," says Mr. Pfeffer. "I realise fully that right now we associate the war and the automobile with the splendid service and incalculable benefit which motorised transportation was to the armies in the field, just as we associate the soldier's part in the struggle with the unquestioned heroism of the men in the front line trenches.

"But in the same way we neglect the greater majority of the fighters who battled at home, we neglect the much greater army of motor cars which went into the struggle on every road in the United States. But because we were so close to the stay-at-homes, it is hard to get the proper perspective.

"I think I set my finger on the vital spot when I recall the fact that during the war more, people found out the benefits of motorised transportation, from both the business and recreational side, than ever had known it before. The business men who were forced to speed up their daily life and found that speed could be obtained by the use of an automobile; these same men who discovered the vacational benefits of the automobile, which could be utilised without loss of business time or efficiency; those who tried the motor car in their business and daily life as an experiment and found the results were far better than they had expected; all these were awakened by the work of the automobile at home.

"Moreover, they need no imagination to apply what they have discovered to times of peace. The automobile has done for them just what it could have done before the war, and can do now that it is over. They have seen it work out and they are now absolutely and forever committed to the motor car as a necessity—a thing vital to their daily life. There can be only one result of such a demonstration.

"An appetite for owning motor cars, greater and founded on even better grounds than ever before, has been created all over the country. This appetite or demand must be filled, and I believe that it will take years to fill it, even with the gigantic production of automobiles that this country now has. Moreover, I believe that it is a wholesome demand one based on utility principally. Consequently, families which might never have felt the ability to buy an automobile will make the ability. For, if anyone can be shown the economic value of an investment, he will find means to make that investment.

"The immediate future of the industry holds the promise of a big season and the seasons to come after have the same outlook because of these things. There is, I believe, no room for doubting this. The motor car is no longer a plaything or a luxury. It is a necessity, just as much as our street cars or railroads. And for it, as for these things, there always will be a brisk demand."

## *Motor Car Beats Passenger Train*

Maxwell stock passenger cars hold practically every inter-city road record in the United States. The most sensational record of this nature captured by Maxwell was the test of 5,000 miles of continuous running last year, when Ray McNamara, road engineer, beat the Lark, fastest passenger train, between Los Angeles and San Francisco for nine straight nights. The run is 450 miles each way.

The stock car was driven to New York City after the run and sustained no delay because of mechanical mishap.

*Scientific Supremacy*

A WELL-KNOWN Secret of Denby Supremacy is the zealous care exercised by its builders that each lorry shall meet the exact conditions under which it is to be used. For every haulage problem there is a Denby lorry to solve it.

14 inch road clearance Stromberg Carburetor.

Eisemann High Tension Waterproof Magneto—

Capacities: 1, 2, 2½, 3½, 5 tons.

**E. W. FRAZER, Peking**

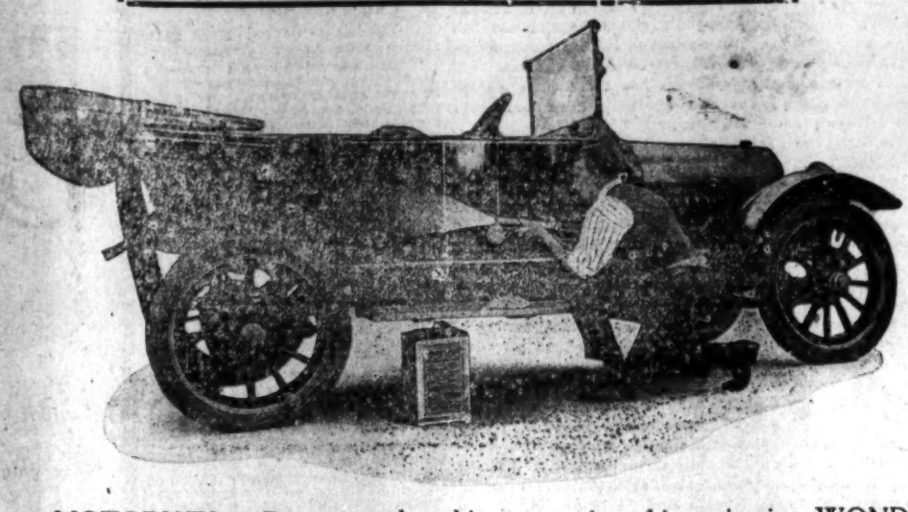
DENBY MOTOR TRUCK COMPANY
Export Department, Singer Building, New York, U. S. A.
Cable Address: "Dentrux"
Cable Codes: Western Union and A. B. C. 5th edition.



Clean and Polish Your Car

"The WONDER-MIST Way"

SPRAY ON—WIPE OFF—THAT'S ALL!



MOTORISTS!—Do not neglect this opportunity of investigating WONDER-MIST and making your car look like new. You can always retain the original lustre and polish on your car if you use WONDER-MIST. It is a masterly blend of 14 fine oils so mixed that the product will give highest efficiency as a cleaner and polisher.

WONDER-MIST has been adopted by many motorists in China with great success. There are numerous others, however, who have not tried its sterling qualities because the last shipment was entirely sold out. A new shipment has just been unpacked and motorists are again assured of our best attention.

**WONDER-MIST IS OBTAINABLE AT ALL GARAGES**

**or from**

**Arkell & Douglas Inc.**

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# Motorists — Attention!

We have the largest stock of **AUTOMOBILE ACCESSORIES** ever seen in Shanghai.

Drop into our showrooms at 40, Bubbling Well Road and inspect our large and attractive line of *RADIATOR ORNAMENTS, SPOT LIGHTS, CIGAR LIGHTERS, DOME, CORNER AND OTHER LIGHTS, MOTOR GOGGLES, ROBE LOCKS, HORNS IN MANY VARIETIES, MOTOR METERS, VASES, CLOCKS, MIRRORS, PUMPS, JACKS, BUMPERS, "THIEF" AUTO SIGNALS,* and many other necessities and conveniences which once you have seen you will immediately want to possess.

**COLOR SCHEMES**

If your car needs re-enamelling, come in and choose the new color from among the 75 colors and color shades that we can offer you.

**SEAT COVERS**

The hot weather is coming. Now is the time to place your order for seat covers. We can offer you a wide range of choice.

**TIRE COVERS**

Protect your spare tires from the weather with a smart effective cover.

A new arrival of machinery makes our **REPAIR PLANT** the most complete of its kind in the Far East.

# H. S. HONIGSBERG & CO., INC.

40, Bubbling Well Road

Service Station: 23 Medhurst Road
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Phone: West 1234

# Three Men Of Many Miles

In Ray McNamara, H. C. Ostermann and A. L. Westgard we have three men who have spent years of their lives in traveling back and forth on the North American continent via automobile, with the result that their motor mileage is somewhat astounding. Probably no other three men in the world can boast of having greater records than theirs.

Take Ray McNamara for instance. In the fifteen years he has been driving he claims to have covered more than 800,000 miles and he hopes to be the first man to drive an automobile a million miles. And there is no reason why he shouldn't achieve his ambition.

A member of the Maxwell engineering staff for the past five years, he has made a most brilliant record as a driver. He has established more city to city records than any other pilot of whom we have any knowledge and his most recent performance was the piloting of a Maxwell truck from San Francisco to New York in 17 days 8 hours 20 minutes, elapsed time, an average of almost 200 miles a day.

Undoubtedly one of his greatest road efforts was his drive from Detroit to Indianapolis to Chicago, a distance of 802 miles in 20 hours 47 minutes running time and 23 hours 9 minutes elapsed time, the latter giving an average of 34.64 miles per hour. And it should be remembered that he encountered a heavy rain and muddy roads for 475 miles of that journey.

Another famous stunt of McNamara's was when he drove a five-passenger Maxwell touring car for eight consecutive nights between San Francisco and Los Angeles, beating the time of the fastest train between those two cities seven nights out of the eight. The distance covered was 3,352 miles.

Even before he went with Maxwell McNamara had a mileage record of better than 500,000 miles. He first came into notice as a Premier driver and while with that Indianapolis concern he crossed the continent nine times. He piloted the Ocean to Ocean tour in 1911 and the Indiana-Pacific tour in 1913. In the Glidden tour he was a consistent performer and in 1910, the last year in which the manufacturers took all interest in this classic, he was returned a winner of the trophy, although later his Premier was disqualified because the car did not come up strictly to stock specifications, the trophy going to Chalmers. One could write a book about McNamara and every page of it would be interesting from a motoring viewpoint.

**The Second Of The Trio**

Then we have H. C. Ostermann, field secretary of the Lincoln Highway Association, who, in his time, has covered more than 300,000 miles in a motor car and who has just completed his eighteenth transcontinental motor trip. Since 1913 Ostermann has spent eight months out of every twelve upon the Lincoln Highway.

Ostermann goes back to 1906 when he made his first long tour, a trip from Chicago to New York in a two-cylinder Cadillac. When he reached New York he sold the Cadillac and in a two-cylinder air-cooled Knox he drove back to Chicago and from there to the Pacific Coast. He drove back to Chicago in 1908 and in a four-cylinder Knox went west again. It is interesting to repeat his comments on the maps of those "pioneer" days.

"I have somewhere in my effects the maps supplied me by the Chicago Automobile Club at that time, defining the automobile roads of the west," he said. "What a map! What roads! A blue-print, if you please, just showing the general topography of the country, with the general location of the cities indicated and connected by straight lines which were supposed to represent roads."

**And The Third**

The third veteran, A. L. Westgard, now a field secretary for the American Automobile Association, boasts of having covered more different miles in a motor car than any other man in the world. In fact, he is known as the "Daniel Boone of the Gasoline Age."

Westgard started his motoring career in 1905 and since then he has made eighteen transcontinental trips, three of them being made in 1912. He has motored in every state in the union except one and he boasts of having been first to pilot a motor truck across the continent—in 1911. His first ocean to ocean run was in 1910 and then he was the sixteenth man to accomplish this feat. Now a trip from the Atlantic to the Pacific is an every-day occurrence.

As a pathfinder he is unique and it is his claim that he laid out all the present transcontinental routes, surveyed them and drafted strip maps. In addition he laid out the famous "Ideal Tour" and the "Scenic Tour," which are historic touring grounds in the Easter States.—*From Motor.*

# *Optimism Keynote In Buick Circles*

## *New York Dealers Bubble With Enthusiasm Over 1919 Prospects*

"We welcome the New York Automobile Show as the beginning of a great new era of prosperity among automobile dealers. Hard work and confidence does more to bring happiness and prosperity than any other human efforts," said A. G. Southworth, manager of the New York branch Buick Motor Company.

"There has never been a moment's doubt in our minds that peace would bring a greater demand for good automobiles than ever. Our business for January has justified our views, for we took more orders and delivered more Buick cars than ever before in January.

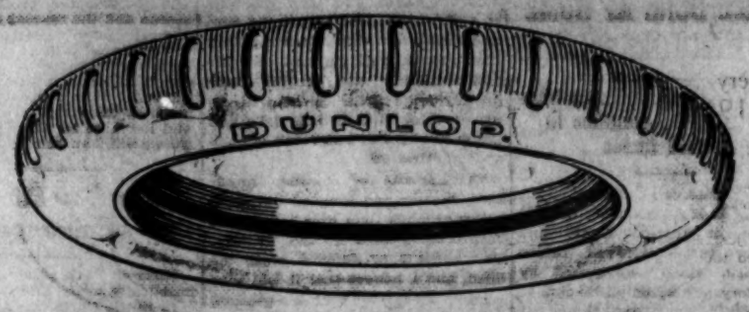
"We are exhibiting five brand new 1919 models in Madison Square Garden and it is a foregone conclusion that the show sales will be greater this year than ever before for two very good reasons. The show is being held just at the beginning of the season and the public has been suffering automobile starvation for almost a year.

"We are proud of the great automobile industry's part in the world war. This, the third largest industry, was ready and it made no difference whether a plant made cotter pins or Liberty motors or tanks, every one pulled together until the war was over."

Arthur Newton, the former Americans Olympic champion distance runner, is, as far as we know, the only automobile man on Broadway who viewed the late Admiral Dewey's parade from an automobile. Mr. Newton has been for twenty years a New York automobile retail sales manager. He has been with the New York Buick for ten years, while they have built up the largest retail motor car business in the world, and has the distinction of having direct charge of more retail car sales than any man in America.

Speaking of present conditions, Mr. Newton says:

"The automobile dealers and salesmen of Broadway should preach optimism, talk optimism and think optimism. They should show by their every act that they believe in an immediate successful automobile season. We all feel and act that way at the Buick, with the result that we broke all previous Buick January sales and delivery records. We have never had as many live prospects in our salesroom in a winter month. Only the shortage of cars prevents us from doing as much business as we expected to do in April and May. We predict that two or three purchasers will be looking for every car that bears a good reputation that will reach Broadway during the spring months. Our advice to prospective purchasers who wish 1919 cars for spring and early summer use is to order their favorite car before the great shortage begins and take delivery just as soon as the car arrives. There are no surplus stocks this year, and automobile factories, even in normal times, could not get back into production and supply a six months' demand in three months' time. Remember also the public has suffered from automobile starvation for almost a year.




**Men who give "Service" want "Service"**

You pride yourself on running your business efficiently and so do we. We want every new customer to become a "regular" just exactly as you do.

It's a square deal between us, then. That's how we want you to buy your tyres. We say Dunlop Tyres are the most efficient tyres obtainable, and it's up to you to prove this fact for yourself NOW. Nobody has ever told the Dunlop Company that they didn't give their customers a straight deal, and nobody ever will. We value our prestige as highly as you value yours, and so let's get together on the tyre question right away.

**Straight—sided tyres supplied from stock**

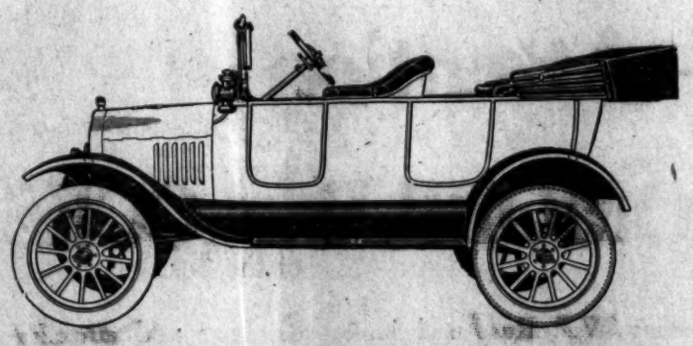
**DUNLOP**

**RUBBER COMPANY, LIMITED**

Founders throughout the World of the Pneumatic Tyre Industry

Phone 2248 20 Kiukiang Road, Shanghai Cables: "Pneumatic"

Ford THE UNIVERSAL CAR



*1919 Model* *1919 Model*

**FORD TOURING CARS**

**A Small Shipment has just been received**

Early application is desirable if you wish to get one of these fine cars, so eminently suitable for the coming season, before they are all sold.

For price and demonstration, apply to

**DODGE & SEYMOUR (China), LTD.**

*89-91 Rue Montauban* *Phone: Central 322*

# Motor Car Prices Risen To High Level In America

## Very Marked Increase Shown Over Low Costs Of 1917; Prices Of Fifty Popular Makes Compared

New York, February 9.—The price list below of several models of fifty different makes of popular automobiles presents an interesting comparison of the cost of owing a motor car just before the United States entered the war in April, 1917, and the present time. They represent the factory prices early in 1917 and those which have been fixed as the standard prices for 1919. The increases range all the way from 25 to more than 50 percent but in the opinion of many men in the industry, it is surprising that in view of the high cost of labor and material and the difficulties which the automobile industry experienced during the past year in Government restrictions and the curtailment of production, the average price is not considerably higher today.

| | 1917. | 1919. |
|---|---|---|
| ALLEN— | | |
| Five passenger .... | G.$1,095 | G.$1,195 |
| Sedan ..... | 1,395 | 1,695 |
| APPERSON— | | |
| Roadster ..... | 2,000 | 2,600 |
| Five passenger .... | 2,000 | 2,600 |
| AUBURN— | | |
| Roadster ..... | 1,295 | 1,595 |
| Five passenger .... | 1,295 | 1,595 |
| BUICK— | | |
| Roadster ..... | 1,040 | 1,495 |
| Seven passenger .. | 1,070 | 1,785 |
| CADILLAC— | | |
| Seven passenger .. | 2,240 | 3,220 |
| Limousine ..... | 3,910 | 4,395 |
| CASE— | | |
| Small touring .... | 1,190 | 2,100 |
| CHALMERS— | | |
| Roadster ..... | 1,070 | 1,565 |
| Five passenger ... | 1,350 | 1,565 |
| Sedan ..... | 1,950 | 2,250 |
| CHANDLER— | | |
| Seven passenger .. | 1,395 | 1,705 |
| Limousine ..... | 2,695 | 3,095 |
| CHEVROLET— | | |
| Roadster ..... | 490 | 715 |
| Small sedan ..... | 1,060 | 1,185 |
| Large roadster .... | 935 | 1,110 |
| COLE— | | |
| Four passenger .. | 1,695 | 2,595 |
| Sedan ..... | 2,295 | 3,695 |
| CUNNINGHAM— | | |
| Runabout ..... | 3,750 | 4,250 |
| Seven passenger .. | 3,750 | 4,250 |
| Limousine ..... | 5,000 | 5,500 |
| DODGE BROTHERS— | | |
| Roadster ..... | 785 | 1,095 |
| Five passenger .... | 950 | 1,085 |
| Sedan ..... | 1,185 | 1,850 |
| FORD— | | |
| Runabout ..... | 345 | 500 |
| Five passenger .... | 360 | 525 |
| Sedan ..... | 695 | 775 |
| FRANKLIN— | | |
| Runabout ..... | 1,900 | 2,400 |
| Five passenger .... | 1,950 | 2,450 |
| Limousine ..... | 3,900 | 3,400 |
| Sedan ..... | 2,850 | 3,350 |
| GRANT— | | |
| Five Passenger .... | 825 | 1,220 |
| Sedan ..... | 1,000 | 1,745 |
| HAYNES— | | |
| Five passenger .... | 1,725 | 2,485 |
| Seven passengers .. | 1,725 | 2,485 |
| Sedan ..... | 2,200 | 3,350 |
| HUDSON— | | |
| Four passenger .. | 2,050 | 2,300 |
| Seven passenger .. | 1,950 | 2,200 |
| Sedan ..... | 2,750 | 3,000 |
| HUPMOBILE— | | |
| Roadster ..... | 1,185 | 1,335 |
| Five passenger ... | 1,340 | 1,435 |
| JORDAN— | | |
| Four passenger ... | 1,995 | 2,475 |
| Seven passenger .. | 1,995 | 2,475 |
| Sedan ..... | 2,875 | 3,500 |
| KING— | | |
| Seven passenger .. | 1,585 | 2,350 |
| Sedan ..... | 2,150 | 2,950 |
| KISSEL— | | |
| Seven passenger .. | 1,350 | 1,985 |
| Sedan ..... | 2,000 | 2,260 |
| LEXINGTON— | | |
| Roadster ..... | 1,585 | 1,785 |
| Four passenger sedan .... | —— | 2,550 |
| Seven - passenger sedan ..... | —— | 2,750 |
| LIBERTY— | | |
| Five passenger .. | 1,425 | 1,570 |
| Sedan ..... | —— | 2,640 |
| LOCOMOBILE— | | |
| Seven passenger .. | 4,600 | 5,500 |
| Six passenger, large | 5,400 | 6,600 |
| Berlin closed car. | 5,900 | 7,900 |
| MARMON— | | |
| Light touring .... | 3,100 | 3,950 |
| Club roadster .... | 3,100 | 3,950 |
| Limousine ..... | 4,550 | 5,900 |
| MAXWELL— | | |
| Roadster ..... | 550 | 895 |
| Five passenger ... | 765 | 895 |
| Sedan ..... | 985 | 1,565 |
| McFARLAN— | | |
| Seven passenger .. | 3,700 | 4,300 |
| Limousine ..... | 4,650 | 5,400 |
| MERCER— | | |
| Roadster ..... | 3,400 | 4,350 |
| Speedster ..... | 3,500 | 4,500 |
| Raceabout ..... | 3,250 | 4,200 |
| Touring ..... | 3,500 | 4,500 |
| MITCHELL— | | |
| Small touring..... | 1,150 | 1,275 |
| Seven passenger .. | 1,360 | 1,525 |
| Sedan ..... | 2,175 | 2,425 |
| MOON— | | |
| Five passenger .. | 1,195 | 1,485 |
| Seven passenger .. | 1,985 | 2,500 |
| NASH— | | |
| Roadster ..... | 1,295 | 1,490 |
| Seven passenger .. | 1,465 | 1,640 |
| Sedan ..... | 1,630 | 2,250 |
| NATIONAL— | | |
| Seven passenger .. | 2,150 | 2,450 |
| Sedan ..... | 2,750 | 3,120 |
| OAKLAND— | | |
| Roadster ..... | 945 | 1,075 |
| Five passenger ... | 945 | 1,075 |
| OLDSMOBILE— | | |
| Roadster ..... | 1,185 | 1,295 |
| Seven passenger .. | 1,967 | 1,700 |
| OVERLAND— | | |
| Roadster ..... | 665 | 985 |
| Sedan ..... | —— | 1,585 |
| OWEN-MAGNETIC— | | |
| Runabout ..... | 3,950 | 4,150 |
| Seven passenger .. | 3,950 | 4,150 |
| PACKARD— | | |
| Roadster, 125-inch w. b. ..... | 3,050 | 4,800 |
| Touring, 125-inch w. b. ..... | 3,050 | 4,800 |
| Brougham, 125-inch w. b. ..... | 4,800 | 6,400 |
| Touring, 135-inch w. b. .. ..... | 3,500 | 5,100 |
| Brougham, 135-inch w.b. ..... | 5,000 | 6,800 |
| Limousine, 135-inch w. b. ..... | 5,150 | 6,700 |
| PAIGE— | | |
| Runabout ..... | 1,175 | 1,555 |
| Coupe ..... | 2,100 | 2,950 |
| PEERLESS— | | |
| Roadster ..... | 1,980 | 2,760 |
| Limousine ..... | 2,960 | 3,720 |
| PIERCE-ARROW— | | |
| Four passenger ... | 4,800 | 6,400 |
| Seven passenger .. | 4,800 | 6,400 |
| Brougham ..... | 6,600 | 7,800 |
| PREMIER— | | |
| Roadster ..... | 1,895 | 2,285 |
| Seven passenger .. | 1,895 | 2,585 |
| REO— | | |
| Runabout ..... | 875 | 1,395 |
| Five passenger ... | 1,025 | 1,395 |
| SAXON— | | |
| Five passenger .. | 865 | 1,195 |
| SCRIPPS-BOOTH— | | |
| Four passenger ... | 1,175 | 1,295 |
| STEARNS-KNIGHT— | | |
| Five passenger .. | 2,150 | 2,150 |
| Seven passenger, 8 cylinder ..... | 2,785 | 2,950 |
| STUDEBAKER— | | |
| Roadster, light six | 1,085 | 1,585 |
| Five passenger, light six ..... | 1,085 | 1,585 |
| Sedan, light six... | 1,750 | 2,185 |
| STUTZ— | | |
| Roadster ..... | 2,275 | 2,850 |
| Five passenger ... | 2,550 | 2,850 |
| VELIE— | | |
| Sport roadster .... | 1,600 | 1,975 |
| Seven passenger .. | 1,600 | 1,825 |
| WESTCOTT— | | |
| Two passenger .... | 1,690 | 2,190 |
| Seven passenger .. | 2,190 | 2,590 |
| WINTON— | | |
| Four passenger .. | 3,500 | 3,850 |
| Six passenger .... | 3,500 | 3,850 |
| Sedan ..... | 4,750 | 5,700 |

High as the general average is, it must be remembered that the 1917 prices, on which the comparison is based, represented the period when American automobiles had reached the lowest level at which they were offered to the public. Late in 1916 there was a general reduction due in some measure to the feeling that the rising cost of living created by the European war, would seriously curtail the demand unless prices were made especially attractive. As a result many makes of cars early in 1917 were selling at the lowest prices for which they had ever been offered. A good example is seen in the Ford car. The Runabout formerly selling at $485 was reduced to $345. It is now $500. The touring car was reduced from $450 to $360. The present price is $525. The Sedan, put out in 1917, was $695. Today it is $775. The advance on these three models of the Ford car in two years represents 28 4-7 percent.

Take another example of a higher priced car but one in the medium cost class—the Haynes. The prices given of the three models show an advance of about 45 percent over the 1917 rates. A still higher priced car, the Packard, shows an average increase of slightly over 30 percent in two years.

A writer in one of the trade journals recently made a comparison of the chassis prices of ninety-nine different makes. The average for 1919 was $2,226. In 1914 the average was just under $2,200, while in 1910 it was $2,214.

The history of the last two years has brought a realisation to the makers that the 1917 prices were too cheap for the quality that was given and it will probably be some time before those levels are reached again. The announcement was made soon after the signing of the armistice of reductions on several makes of automobiles but those reductions represented the war price that had been added last Fall when the motor car industry was told by the Government that it must get down to a 100 percent war basis by Jan. 1, 1919, and that indicated an actual shortage of cars for the present year. The armistice, however, altered the situation. No material reduction from present prices may be looked for this year, and, while 1920 will undoubtedly see some lowering of prices, there is no indication that they will reach the levels of 1917.

"There can be no reduction in prices of fairly priced cars until the costs of manufacture are reduced," says the President of a large manufacturing company. "The question of costs is almost entirely a question of wages. The cost of labor becomes the principal element of material cost. Cost of living is high and there seems no reason that necessities of life will go down in price at once. Pre-war prices of honestly priced manufacturs will not exist until pre-war cost of material and labor exist."

# Peerless 'Eight's' Economy Is Proved By Exacting Tests

## *Two-Power Range Keeps This Popular Car's Running Expenses At Minimum*

As the Peerless Motor Car Company enters upon the fourth year of its production of the Two-Power Range Eight, officials look back with pride upon the results of tests which have proven its remarkable economical advantages.

They point in particular to the success of the Two-Power Range model in the Los Angeles-Camp Curry economy run in which this car, the only multiple cylinder entry, carried off the honors. With a total weight of 4,850 pounds, including passengers and baggage, the Peerless made the 644.4 miles over boulevards, through canyons, across desert and up mountain roads, averaging 16.6 miles to every gallon of gasoline.

**Double Range Of Power**

Success in this and other tests is due to the sporting and loafing range involved in the construction of the Peerless motor. Add to this feature a balanced chassis and body, light in weight but strong in texture, and perfection is closely approached.

The loafing range is obviously for ordinary driving; the sporting range for high speed and power.

The mechanical construction which makes this two range feature possible involves the design of the whole car, as it affects the ratio of motor power to car weight and the balance of the chassis. The special carburetor contains two sets of jets. The one set is sufficient for the needs of the car when a speed on level roadway of less than forty-five miles an hour is maintained. This is the loafing range.

The second set opens automatically when the car advances beyond forty-five miles an hour, insuring maximum speed and power. This is the sporting range.

The loafing range might be referred to as the utility range also. It is possible to regulate the control to afford the greatest economy in fuel consumption and at the same time provide smooth action and permit a motor speed of 1,800 revolutions per minute.

Stanley Smith, driver of the winning Peerless Eight in Camp Curry economy run, tells in a few words how the victory was gained.

"I conserved my gasoline by using the loafing range for level driving and the sporting range for hill-climbing," he states. "On the straight mileage I averaged better than twenty miles to the gallon of gasoline."

**Explains Points Of Economy**

In explaining points of economy to be found in the Two-Power Range model, R. J. Schmunk, general sales manager of the Peerless Motor Car Company, said to a group of dealers and other interested parties at the New York motor show:

"The idea that big car and high power means great expense is a misconception as far as the Peerless Eight is concerned. The Two-Power-Range feature embodied in the Peerless Motor guarantees maximum economy. The loafing range provides all the power and speed desired under ordinary circumstances, at the same time keeping fuel consumption at a minimum."

# OVERLAND CO. INSISTS UPON REAL SERVICE

## Definite Policy Of This Concern is Outlined To Its Dealers Everywhere

Service, that important phase of every successful business, is being considered more seriously than ever by prospective purchasers of motor cars.

The buying public has come to demand not only the worth of its money in the original purchase, but assurance of service thereafter.

Naturally, in making their selections motorists weigh the service facilities which are back of a car, and their decisions in the majority of cases are governed by this one item.

Willys-Overland, Inc., among the first to appreciate what service means to the driving public, outlines a definite policy to its branch managers and dealers everywhere, and there are more than 5,000 of these scattered over the earth.

In the belief of the officials of that organisation service means "efficiency back of the purchase," and their policy is founded upon that idea.

In outlining its service policy to its dealers the Overland insists upon the following details:

First—Every car shall be thoroughly inspected before delivery, to make sure that everything is in the best of order and complete as to equipment.

Second—The purchaser shall be carefully instructed as to the operation and care of the car.

Third—There shall be available a well-assorted supply of repair parts.

Fourth—Courteous and prompt attention shall be given every customer, and capable mechanical attention when required shall always be available for a proper remuneration.


THE

**Shanghai Horse Bazaar & Motor Co., Ltd.**

—Established 1851—

begs to inform its customers that a number of open and closed cars are now at their disposal for hire

**CHARGE:**

**Four Dollars per Hour**

**MINIMUM CHARGE:**

**One Dollar 50 cents**

No specia service as office-trips or tiffin-trips.

For hire of cars please

**Telephone to West 1213 and 1202**



**Insure Your Motor-Car**

with the

**Java Sea and Fire Insurance Company**

3 Ezra Road, 1st floor. Tel. 10

LIBERAL CONDITIONS AND MODERATE RATES



# GARFORD Motor Trucks

## A PHENOMENAL SUCCESS

From a small beginning 18 years ago to the largest plant in the United States, devoted exclusively to the manufacture of a complete line of commercial vehicles in 1919, is the story of the Garford Motor Truck Company.

## GARFORD TRUCKS

are not so-called "assembled" trucks. Each part is designed and built to do its allotted share of work. There is no question as to future supply of repair parts, or the stability of the guarantee.

## Performances That Satisfy

The established performances of Garford Trucks have placed them in the front rank among commercial vehicles, and the steadily increasing demand from old users who are adding to their equipment, as well as from new customers, is the best evidence of the stable foundation of the business.

## For Every Purpose

The dependability of the motor truck enables it to meet the demand for economy and efficiency in all forms of transportation.

***THE GARFORD IS THE TRUCK FOR YOU!***

**We have GARFORD TRUCKS in stock $1\frac{1}{2}$ tons and 2 tons.**

For full particulars and demonstrations, apply to

# THE CENTRAL GARAGE CO.

2A, Jinkee Road *DISTRIBUTORS* Phone: Central 3809

# American Army Motor Corps Stands High In War Service

## Worked At Tremendous Extent And Efficiency; Growth From Single Car In 1903 To 209,684 Vehicles

By Lieutenant Charles W. Berry
(*Motor Transport Corps. U. S. A.*)

Every stream has a source which axiom may possess no special interest save for the purpose of establishing a starting point. The fountain head of the Motor Transport Corps was localised in 1903, when authorisation for the procurement of one Oldsmobile was granted by the War Department. From that time until 1911 motor transportation for the army was under limited consideration, a few official reports being rendered covering the utility, practicability, etc., of power-driven vehicles for military uses, but judged by procurement and standardisation the results were negligible. True it is that a small stock of machines, widely diversified as to make and type, was procured and tested under service conditions, but the conclusion may be asserted that the methods of army transportation up to 1911 had no pronounced deviation from those obtaining from the early days of the Republic—man, boat, rail, and, last but by no means least, the curse-absorbing army mule.

When the Villa Punitive Expedition had its first roll call, the motor truck took its position and answered "Here." At that time the Government possessed less than a hundred machines—the exact figures are eighty-nine—and of this about twenty were on duty in our foreign territory. The demand for trucks became imperative, and emergency orders prevailed. To meet the situation, a train was hired and this, carrying only the chassis of trucks and a hastily-secured civilian personnel for company organisation, was driven at express speed and first right of way from a Great Lake city on the North to the Mexican border. Upon arrival, escort wagon bodies were fastened to the chassis—twenty-seven thus equipped constituting a unit—the appropriate civilian personnel was assigned; a competent officer placed in command; and the convoy started South with its load under orders to make contact in shortest possible time with our American forces then far below the horizon in the sunbaked, cacti-studded terrain of Mexico.

In command of these companies were officers specially selected, clear-headed, fearless men: men of the tractor and not the pusher type, and every one made the delivery. These officers, with few exceptions, have retained their identity with the Motor Transport Service to the present day. General Drake, now chief of the corps, was commanding officer of one of these companies; Colonel Eurlow, now deputy chief, was also a company commander; and the officer who brought the emergency train from Cleveland to the border, Colonel Seaman, now executive officer, was supply officer and particularly active in his services along the entire border. Colonel Orton, came to the service from civil life in 1917, his selection as chief of Service Division being based upon his technical experience as engineer, organiser, writer, and instructor. For many years he was Dean of the College of Engineering, Ohio State University.

When, in April, 1917, the Congress of the United States placed the lives, fortunes, and sacred honor of its charge—the American people—on the altar of liberty the field of activity which attached to the Motor Transport Service became of stupendous size. On June 14, 1917, the first convoy of five ships, under the protection of the navy, sailed with American forces, and its total motor equipment was 128 Packard one-and-a-half-ton new chassis, two Cadillac touring cars, three motor cycles, and four Nash quads. The Cadillacs, Nash quads, and two of the motor cycles belonged to the marines. One of the Packards became damaged, and was used for its spare parts. Therefore, 127 Packard chassis and one motor cycle constituted the equipment of the Motor Transport Service, but with limited spare parts, miscellaneous supplies, no oil or gasoline. The arrival of the second American convoy brought the quota of the Cadillac touring cars up to thirty but there were no spare parts, and the batteries had been packed dry. Operation, however, was effected. Rope makes a fair substitute for the standard tire, but such use is observed to be highly conducive to remarks carrying more force than elegance.

It early became apparent that every cubic foot of ship space must be utilised for men and munitions, rather than bulky material; and even before that Trans-Atlantic call for assistance. "For God's sake, hurry up," had reached the White House trucks had been relegated to the second table, with mighty slight chance of the meal being served on time. Trucks were in demand "over there," and it naturally became incumbent upon the Motor Service "A. E. F., France," to produce results in the procurement line. Europe was literally dragnetted from the North Cape to Gibraltar for everything in the motor line possessing sufficient vitality to move, gasp, or stand an injection of gasoline. The resultant haul was astonishing in diversity of type, dissimilarity of species, general tendency to crass cussedness, and a grinning disregard for the laws of nature or man.

American genius and initiative came in answer to the "S. O. S." of this situation. Shops of stupendous size and unprecedented capacity were provided; operated with a highly-trained and specialised personnel; and fully equipped with wonder-working appliances and machinery. The results were notable and prompt in arriving. The "invalids" were rebuilt, repaired, or resuscitated in record-making periods. As to efficiency in repair work, let the following incident be typically illustrative: Place, an overhaul park to the south of Chateau-Thierry; time, July 8, 1918; employes 1,500 Motor Truck Corps men; conditions obtaining, the American forces had been ordered into the lines, due to the situation at the front being particularly bad and the French needing aid. Speedy action was essential and trucks to transport the Americans were ordered from the overhaul park, and a surprisingly brief time limit set for readiness of the trucks. In this park there were about 600 trucks—a few convalescent, but the majority in varying stages of chronic dissolution or relapse. At the expiration of the time given, 580 trucks were in condition for use and lined up ready to move. They did move the troops, 14,500 men, and on exact schedule.

Another matter for some consideration: The spare parts required for the diversified types amounted to the respectable figure of 80,000 varieties, (approximately 4,000,000 parts being carried in stock at all times.) Each and every spare part has its particular place and function in its special machine, and substitution was impossible.

The different makes of American and foreign passenger cars in actual use by the A. E. F. at the high point of collection number approximately 170—a very respectable showing.

While the shipment of motor vehicles from America was temporarily suspended, let it not be inferred that activity looked to the supplying of personnel and material had for one instant slackened. In fact, it must be recorded that the automobile industry of America had crystallised into one unit of unprecedented efficiency, to which must be credited to a major extent the termination of the war. Their co-operation and collaboration have been perfect, and have enabled the Motor Transport Corps to effectively meet the unprecedented demand for trained men, for motor vehicles, accessories, spare parts, and many other elements. This is as perfect a sample of American loyalty as the history of the war affords.

The Motor Transport Corps established large camps, each devoted to the purpose of meeting demands from the battle front.

The program as created and perfected met the demands of the emergency; is adapted automatically to the present armistice, or a complete peace; and yet perfectly adjustable to a resumption of hostilities, or to demands highly intensified over those which have heretofore been presented.

As to material shipped to the A. E. F. from April 24, 1917, to Dec. 31, 1918, by the Motor Transport Corps, the records show there were 110,911 vehicles and 15,468 tons of spare parts. About 1,200 vehicles repose on the ocean bed of the Atlantic.

The following table, compiled from official sources, shows the number of motor vehicles in use by the American Expeditionary Force, as of Dec. 15, 1918:

| Type. | Total. | For-eign. | Ameri-can. |
|---|---|---|---|
| Motor trucks... | 32,500 | ... | 49 |
| Passenger cars | 7,575 | 51 | 26 |
| Motor cycles ... | 18,000 | 5 | 3 |
| Trailers ..... | 4,300 | 34 | 20 |
| Bicycles ..... | 19,00 | .... | ... |
| Total. ..... | 81,375 | 90 | 98 |

Approximate value, $175,000,000.

Interest is attached to the following statement, which is believed to be thoroughly accurate, as showing the Motor Transport Corps equipment less cancellations, ordered to Dec. 1, 1918:

| | |
|---|---|
| Trucks. | |
| Class AA, ¾-1 ton ..... | 36,356 |
| Class A, 1½-2 ton ..... | 16,288 |
| Class B, 3-5 ton ..... | 41,621 |
| Class T. F. W. D. ..... | 29,757 |
| Total ..... | 124,022 |
| Passenger cars ..... | 18,377 |
| Motor cycles ..... | 35,888 |
| Bicycles ..... | 31,402 |
| Total vehicles ..... | 209,684 |

According to the report of the Secretary of War for the fiscal year ended June 30, 1918, the Motor Transport Corps had 2,700 officers and 72,000 men. Automatic equipment carried over for the year 1918 amounted to $353,000,000. The appropriations for motor transportation for the same period were $886,000,000, of which the sum of $350,000,000 had been expended or is applicable to contracts remaining in force. About $20,000,000 is considered necessary for repair shop and equipment service program, and $6,000,000 for demobilisation and liquidation of vehicles left on hand. The equipment carried over into the fiscal year 1920 represents the sum of $732,000,000. This report also states that up to the date of its rendition the following have been completed for the army: 82,500 standardised and commercial types of trucks; 16,000 motor cars; 27,000 motor cycles; 23,000 bicycles, and a large number of trailers. The Motor Transport Corps had on hand at this time the respectable balance of $501,698,824 from appropriations.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(ORIGINATORS OF THE THREE-RIB TREAD)
CORD TYRES

BECAUSE of their unique construction (a foundation of rubber insulated cords, instead of canvas) Palmers have greater "life" and resiliency, cannot chafe, keep cool, give greater mileage, and Save Ten Per Cent. of Petrol all the while they are on the road.

Makers also of Tyres for Cycles, Rickshas, Motor Cycles and Aeroplanes.

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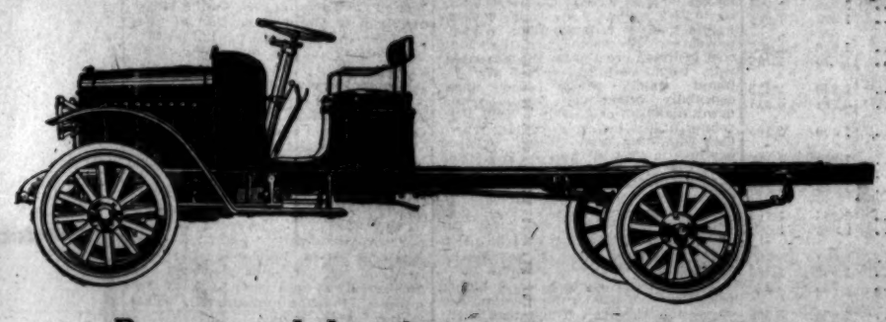
SHANGHAI.



Maxwell Trucks



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The Truck for Shanghai

The illustration shows the sturdy strength which characterises this wonderful vehicle. It is supplied ready for use and complete with solid tyres (pressed on) 32 x 3 inches front and 32 x 4 inches rear; seat, front fenders, electric headlights and tail-light, electric horn, generator, storage battery, tools, etc.

ONE TON TRUCKS IN STOCK

Manufactured by the famous

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*There is nothing to beat*

the all-the-year-round comfort and convenience of a Limousine.

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Chandler cars appeal to the eye, to the senses, to the sound judgment of the experienced motorist, and to the keen discernment of the buyer seeking fine quality linked with honest price. The complete harmony of every detail of construction, the perfect unity of the whole car, impresses even the casual observer.

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**MOTOR TRUCKS**

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Seven models, ranging from ¾ ton to 5 ton. All with the sturdy Republic construction and all with the Internal Gear Drive that delivers 92% of the motor power to the driving wheels.

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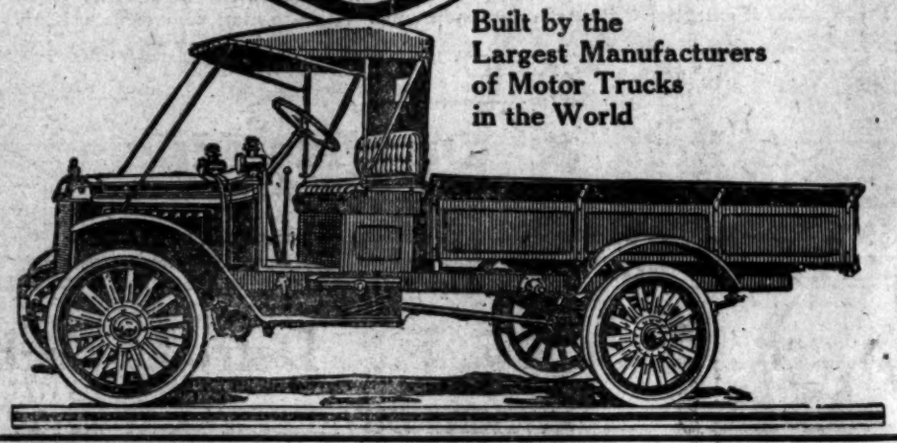

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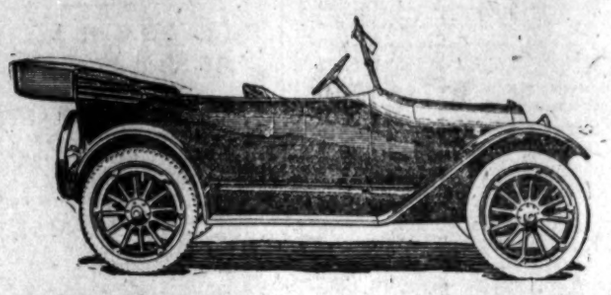

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combined with its low cost of upkeep, makes the

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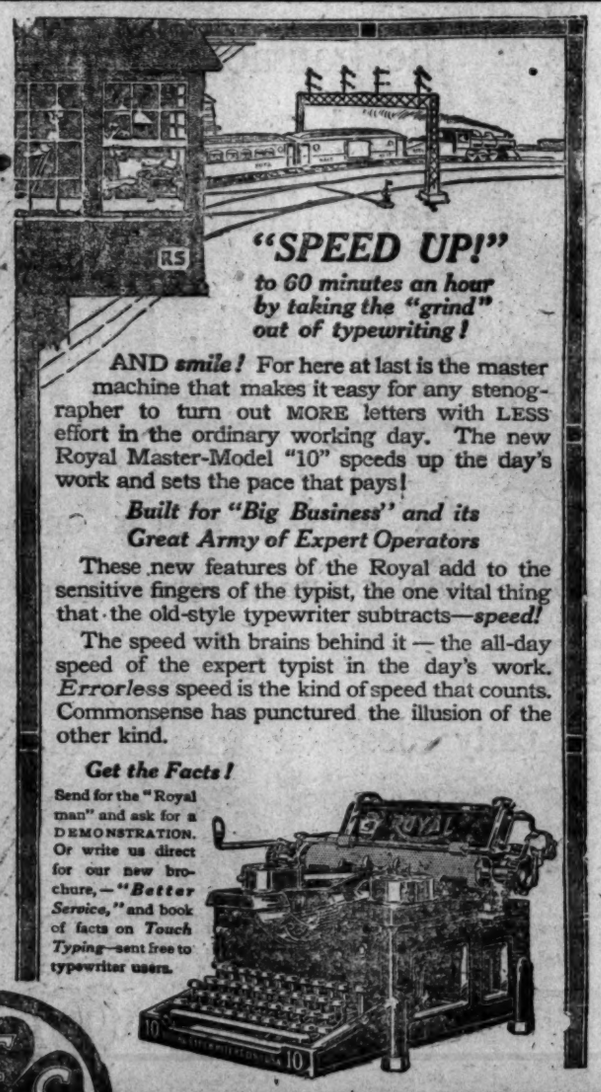

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***to 60 minutes an hour by taking the "grind" out of typewriting!***

AND ***smile!*** For here at last is the master machine that makes it easy for any stenographer to turn out MORE letters with LESS effort in the ordinary working day. The new Royal Master-Model "10" speeds up the day's work and sets the pace that pays!

***Built for "Big Business" and its Great Army of Expert Operators***

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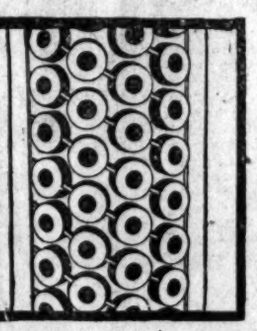

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# STUDEBAKER NOW BUSY IN SHIPPING NEW CARS

### Conversion Of Factories To Peace Basis Accomplished Sooner Than Anticipated

Although the great Studebaker factories at South Bend and Detroit were practically on a 100 percent war basis at the time of Germany's capitulation, shipments of new Studebaker cars are now being made to dealers from regular production, said H. A. Biggs, general sales manager for the corporation, recently.

As soon as the report of the cessation of hostilities had been officially verified, the vast resources of the Studebaker plants were thrown into the problem of post-war production, with the result that in less than sixty days new Studebaker cars were being placed in the hands of our dealers throughout the country.

This rapid, almost magical, transition has been made quietly but with startling thoroughness. It is typical, I believe, of the resourcefulness of the industry as a whole. It offers another striking illustration of the firm foundation on which the automobile business rests, its permanence and stability, and the engineering genius back of the car itself. Factories in any other line, faced with similar perplexing problems of reconstruction, would find it difficult to perform this quick readjustment in less than six months or a full year. But, of course, not all automobile makers are finding it possible to effect such speedy conversion of their plants to a pre-war basis.

Manufacturers who are more or less dependent upon parts' makers for their supplies must, perforce, wait until various concerns have surmounted their particular problems. Until they are able to readjust their manufacturing facilities to a peace basis some producers of motor cars must wait for necessary units. And it will probably be several months before automobile production in general can be increased enough to take care of the big post-war demand, foreign as well as domestic.

On December 1, 1918, Studebaker factories were practically 100 percent war work. And, in accordance with the ruling of the War Board, preparations were complete for the entire suspension of automobile production for commercial needs the first of the year. The signing of the armistice, however, brought about a suspension of all passenger car restrictions and abrupt cancellation of most Government contracts. The suddenness of the war's termination did not stampede America's third largest industry. Just as it was one of the first great industries to adjust itself to wartime conditions and become effective as a war agency, it is now one of the first to get back to the peace time basis. And with about a million cars behind in production no fears for the future of this young giant of the industrial world need be entertained.

The complete conversion of a manufacturing institution so tremendous as Studebaker's is not the work of a day. The conversion period will be a short one, however, as already evidenced by Studebaker's ability to make quantity shipments of new cars to dealers at the present time.

As an example of the ability of the Studebaker factories to turn out new cars in rapidly increasing numbers, I might mention that the huge forge shop at South Bend, construction on which was begun during the war, is now turning out quantities of drop forgings for the new Studebaker cars. This new shop, intended as a unit of Studebaker's big shell factory, is but one of the several units that make up our new South Bend automobile plant. Some of the buildings are completed and machinery installed and the others are rapidly nearing completion.

With this new plant in full operation Studebaker will add approximately 7,000 employes to its army of workers and put into effect manufacturing plans which call for a production of 160,000 automobiles for the year 1920. Beginning the first of next year our schedules require the annual production of 100,000 four cylinder cars at the new South Bend plant and 60,000 six-cylinder cars at the present plants at Detroit.

## *King Eight Output Now Growing Fast*

### *Factory Expected To Be Back On Peace Basis This Month*

President Artemas Ward, Jr., who has been personally directing the work of getting the King Eight factory changed back from a war to a peace time basis, advises that great headway has been accomplished since the day the armistice was signed. Securing materials is progressing in the most satisfactory manner and it is hoped that by the end of the month the factory will be back to its full manufacturing program.

The King Eight, one of the two pioneers of the multi-cylinder car field, has always been a big factor in the high grade car market and is bound to become a still more dominant figure in the future.

The King Motor Car Company has believed in the eight-cylinder principle and has devoted years of study to a car built on this design.

It takes time, money, experience and persistence to develop any first class mechanical device, especially an automobile, and the King Eight today is the embodiment of all of these.

The latest King Eight models recently on display at the New York automobile show reflect the high standards and the years of persistent and consistent effort and experience behind them.

## *Motor Cars Now Winter Necessity*

### *Hudson Super-Six Helped Foster Their All The Year Use*

When every automobile was a "one lunger"—and that was only a comparatively short time ago—the first touch of frost on the "pumpkins" witnessed a general exodus of cars from the streets and highways to safe winter lodgings.

In those days automobiles observed the same hibernating habits as grizzly bears and ground hogs, and while owners impatiently awaited the coming of spring and dealers swapped "funny" stories at the village emporium or city club, the builders occupied themselves each year with the designing of brand new models.

"One of the most potent factors in so changing this condition of affairs that an automobile has become even more of a necessity in winter than it is in summer," says Harry S. Houpt, president of the Hudson Company, "has been the policy of the Hudson company in standardising its cars and designs. Few people know that besides being the largest builder of fine cars in the world, Hudson is also the largest builder of fine enclosed body types—having been a pioneer in this field.

"Now all of the Hudson models are built for use the year round. The shutters on the radiator keep the engine working at its most efficient temperature even in the coldest weather. A thermostat on the water circulation system automatically regulates the flow, also facilitates winter driving by enabling the motor after starting to quickly warm up to the exact temperature required for its best performance.

"All of the Super-Six models are designed to afford full comfort and protection to passengers in any kind of weather."

## HUDSON MAN IN EUROPE

### In Conference With Allied Aviation Authorities

Howard E. Coffin, vice-president of the Hudson Motor Car Company, is traveling in Europe studying the latest developments in aviation and motor engineering. Mr. Coffin's interest in aviation dates back to the early days when, as a highly successful automobile engineer, he gave considerable of his time to the flying art.

The excellent work that he did before we entered the war, as chairman of the industrial preparedness committee of the Naval Consulting Board, in co-ordinating the industries of this country for war work, and during the war as chairman of the Aircraft Production Board, has now come to be recognised by the Allied Governments, as well as our own.

Now, through the courtesies of the French, British and Italian Governments, he is traveling through these countries under special passport, visiting every point of particular interest. He went to France early in November and before he completes his survey he will have visited every air base of any importance in the various countries.

He will doubtless bring back to America an interesting report on aviation and motor car development, not only during the war but more particularly since the armistice was signed.

## *Dodge Attracts Many At New York Show*

### *Its Part In The War Spread Fame Of Qualities Widely*

The Dodge Bros. motor cars which were exhibited at the New York Automobile Show created more widespread interest this year than ever before.

There seems to be a new spirit of goodwill toward them on the part of the public. This is doubtless largely due to the men in service, who have been in so close and constant contact with the cars themselves for many months. It is customary to hear soldiers wherever they meet speaking of them in glowing terms of admiration.

Dodge Bros. motor cars will always be remembered for the vital work which they did in the world war, in army service here and on the fields of Europe, the thousands of American soldiers who are coming back now from the home camps and those abroad are telling how well that work was done.

They are telling it to their fathers and mothers, their worshipping small brothers, their sisters, their sweethearts and their friends. Often the cars are the central figures in many a stirring tale told around the family fireside.

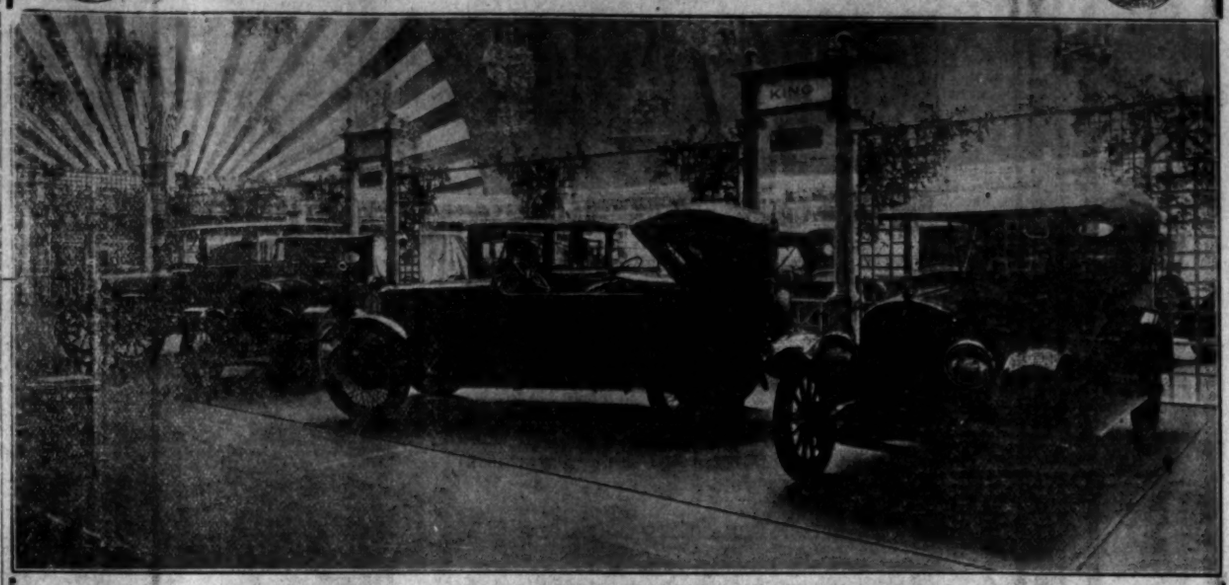
Small wonder, then, that to the public they have come to mean something more than just motor cars. They link it somehow with what their own boys did and with what America did and with what America stands for.

In view of this attitude one need not ask why these cars are rapidly assuming such a vital part in the national life of America.


# EXHIBIT OF KING EIGHT CYLINDER CARS

AT

## THE NEW YORK AUTOMOBILE SHOW



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KING LIMOUSINE—KING FOURSOME (WITH VICTORIA TOP)
KING TOURING—KING THREE-PASSENGER ROADSTER

These fine models were all winners at the New York Automobile Show. Motorists there were enthusiastic in their reception of these new models and sales commenced forthwith. You, too, will shortly experience the pleasure of riding in a car that spells "perfection." The King has a sixty horse-power, eight-cylinder high-grade motor of exceptional strength and endurance. Ask the man who owns a King.

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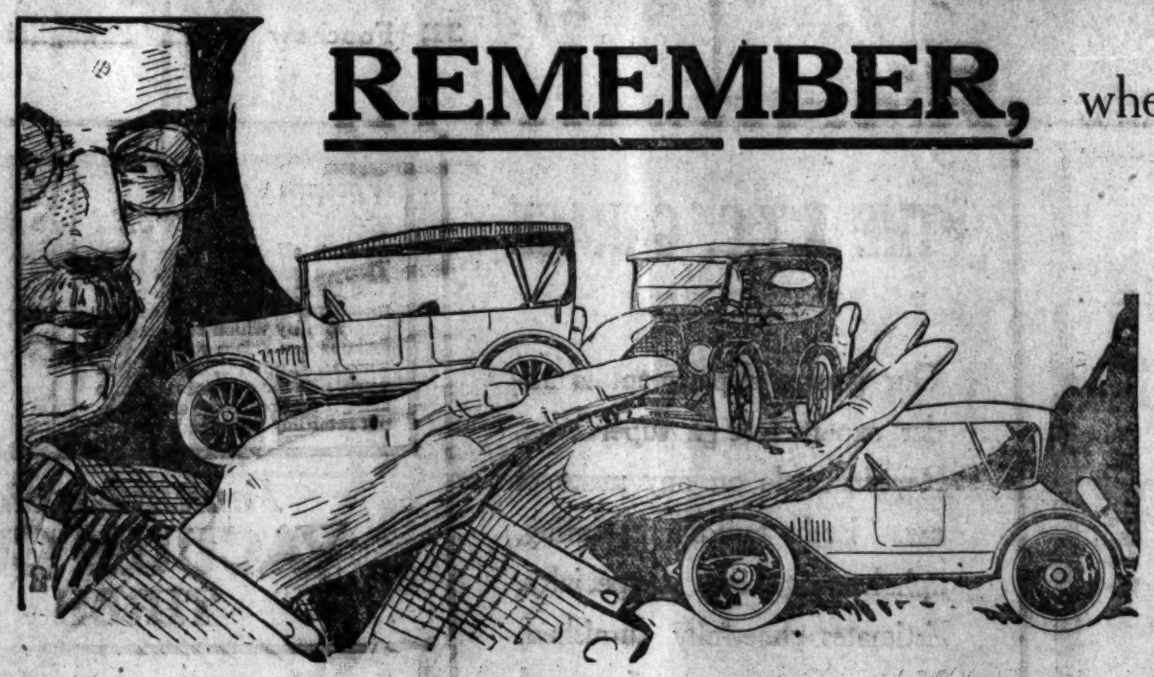

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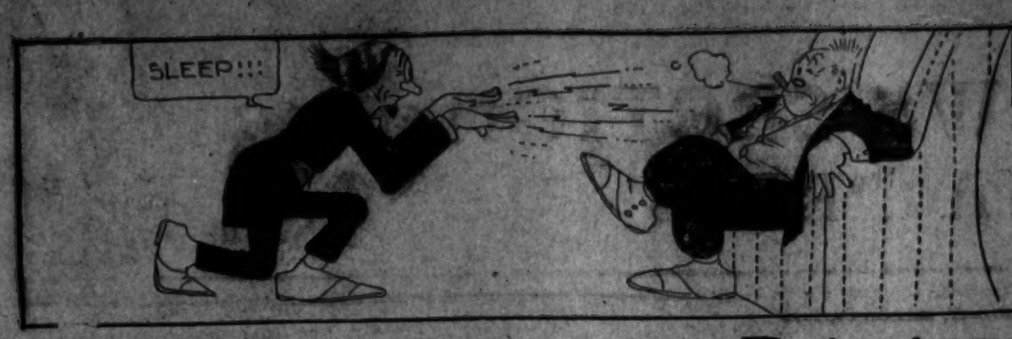



Sporting and Comic Picture Section
Sunday, March 30th, 1919

# Bringing Up Father


MAGGIE - I HAVE TO GO TO THE OFFICE TONIGHT - SO I WANT YOU TO LET ME OUT-
YOU MEAN YOU WANT TO GO OUT - BUT YOU HAVE TO STAY HOME - PROFESSOR HYPO - THE HYPNOTIST IS TO BE OUR GUEST TONIGHT-
1
MRS. JIGGS - THIS IS PROF. HYPO OF WHOM I HAVE TALKED SO MUCH-
THIS IS INDEED A GREAT PLEASURE!
2
DO YOU MEAN TO SIT THERE AN TELL ME YOU CAN PUT PEOPLE TO SLEEP-
IF YOU DOUBT ME I'D BE VERY PLEASED TO GIVE YOU A DEMONSTRATION
OH! LET ME BE THE SUBJECT!
3
IF HE CAN PUT MAGGIE TO SLEEP - I'LL BELIEVE ANYTHING-
SLEEP - SLEEP ON!
OH! DEAR - I'M DROWSY!
4
NOW - YOU SEE - SHE IS FAST ASLEEP-
CAN YOU PUT ANY ONE TO SLEEP LIKE THAT? I'LL BET YOU CAN'T PUT THE OTHER ONE TO SLEEP!
MY! DOESN'T SHE USE A LOT OF ROUGE!
5
JUST TO CONVINCE MR. JIGGS - I'LL PUT YOU TO SLEEP-
- BUT - MR. ---
I'LL HAVE TO LEARN HOW TO DO THAT!
6
MR. JIGGS - NOW IF YOU ARE STILL IN DOUBT - I'D BE GLAD TO PUT YOU TO SLEEP-
NO THANKS - I JUST GOT UP A LITTLE WHILE AGO!!
7
THERE IS NO POWER ON EARTH THAT CAN WAKE THEM NOW BUT ME-
BY GOLLY - MAGGIE MUST BE DEAD OR I'D NEVER BE ABLE TO DO THIS!
8
NOW THAT YOU ARE SATISFIED - I SHALL PROCEED TO AWAKEN THEM - ALL I HAVE TO DO - IS WAVE MY HAND TO THEM AND SPEAK-
HUH?
9
OOF!!
DON'T YOU DARE WAVE YOUR HAND OR TALK YET!!
10
I'LL BRING YOU BACK WHEN I WANT YOU TO WAVE YOUR MITT!
11
THIS IS AN OUTRAGE!!
WHADDA YOUSE KICKIN' ABOUT YOUSE IS DE ONLY ONE THAT'S GOT A CHAIR!
PLAY!!
GEO MCMANUS
12

# SPORTING NEWS SECTION
# THE CHINA PRESS

SHANGHAI, SUNDAY, MARCH 30, 1919

## SKOTTOWE CUP IS WON BY RECS

### Annual Football Trophy Goes To S.R.C. Again After Hard Victory

### BUT ONE GOAL IS NETTED

### St. Xavier Puts Up A Hard Fight And Game Is Replete With Thrills

By Domino

The Recs have the Skottowe Cup again, and from the run of the play yesterday afternoon they deserve it. As a matter of fact from the run of the play yesterday afternoon the St. Xavier boys deserve it too. The final of the Skottowe Cup provided one of the very best matches that has been seen in Shanghai for many a long day. The final score was one to nil.

During the first half there was very little to choose between the two teams. The ball traveled so rapidly between the two goals that one spectator asked if the field was the full size. It was the school boys who did the first attacking, but before they could take any advantage of their assault the ball had been well cleared and the Recs bombarded the St. Xavier citadel. Backwards and forwards went the gas bag. Both goalies were severely handled on many occasions but they were both ready for the onslaught. There were times when Wilson looked as if he would endanger his citadel with his free kicks but he did as much with his hands as any of the rest of us would do with all the rest of our body.

**Advice From Sidelines**

One of the things that added to the excitement of the game was the amount of advice that was continually being given to the players by the spectators. Although the races were in full swing there must have been almost as many people watching the ball as there were backing the ponies. And when they all got together and told either Sofoulis or Dickie Brandt just what to do they created some noise.

Wade was out of the game as he had not got over the injuries that he sustained last week. Benjy Smith had sufficiently recovered from the flu to take his place at back. On the Xavier side Gutierrez made a reappearance but Johnson, although he did big things at center half, was not up to his usual mark and this was again due to the severe strain of last week's game.

I think the College boys made one big mistake, and it is a mistake that they very seldom make. That very good half line of theirs had an idea that they should play altogether on the defensive and that they should leave the attack entirely to the forwards. If the halves had only backed up the fine work of their advance guard there is no knowing what would have happened. Aguiar had one splendid chance in the first half, but the speedy forward had over run himself, and when it came to the shooting at an almost open goal he sent the ball wide. We were all very sorry for him because he had made a grand attack. When the whistle called for the lemons neither side had netted the ball and this happy and uncertain state of things was entirely due to the splendid defense put up by the backs on both sides.

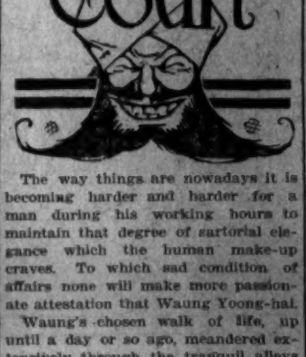
**Score In Second Half**

The second half had run fifteen minutes before anything came of the play and then a tremendous wallop took place and Wilson was challenged again and again. He was simply splendid. During the opening half he relied too much on his feet, and it looked as if his daring would land his side in difficulties but when he really had to show his skill, as he did in part two, he was great. Time and time again he saved from the most dangerous shots and if there is one player who calls for extra special mention it is the St. Xavier goalie, Wilson. But he was beaten at last and he is in no way to blame for it. Sofoulis gathered the whole field around him, then he cleared, and when he himself was free again found the ball quite near the goal and with the aid of his manly chest just breasted the ball into the net. The game was over. The Recs had won the Skottowe Cup.

The boys still went at the other side with plenty of vim but somehow or other the Recs showed that they now had the upper hand and this was emphasised when little Charlie Smith scored with a great shot. The game continued rapid to the very end but although from a penalty Dixon failed to score, and although from a re-

(Continued on Page 3)

## Smiles from the Mixed Court



The way things are nowadays it is becoming harder and harder for a man during his working hours to maintain that degree of sartorial elegance which the human make-up craves. To which sad condition of affairs none will make more passionate attestation that Waung Yoong-hai.

Waung's chosen walk of life, up until a day or so ago, meandered extensively through the tranquil alleys of Hongkew, to which section of the town he was known and respected as the daily renovator of garbage bins. It was in the pursuit of his vocation that he came to grief. A Japanese lady happening to arise at an unusually early hour the other morning glanced out of her window and noticed Waung as he arrived to give first aid to the refuse boxes of the Japanese post office. She was only idly interested at first but when she saw him sort three mail sacks out of a pile behind the building and begin wrapping them around his person she called her husband, who went out and whispered to a policeman. Waung was searched by post office officials and besides the sacks mentioned quantities of twine and bits of lead, used in tying up bundles of mail, were shaken out of his costume.

Brought to the bar of justice, Waung made eloquent oration to the effect that he was a much wronged man, an honest worker for the public weal whose career was menaced by the unwarranted activities of a suspicious woman. What if the postmen had found a few bits of cheap string and several paltry chunks of lead in his pockets? They were only waste materials which he had frugally salvaged from the bins. As to the mail sacks his intentions toward them were entirely innocent. He had only wrapped them about himself to keep his trousers clean while he was engaged in removing the refuse.

Waung's story struck a sympathetic chord within the Court, and it ordered a clean-swept dustproof cell turned over to him for two weeks.

**Tempting Disaster**

A man with a straw hat at this stage of the Calendar would naturally attract some attention, but when a party passes down the road with 156 such scalp shelters he has about as much chance of being unobserved as a Special in full harness. Such an unseasonable promenade was attempted by Pen Ziang-sung on the Great Western Road on one of the rawest days last week and the sight of him so irritated the chilled Chinese Constable on beat that he demanded an explanation. The reasons Pen gave didn't seem to cover the case and the policeman took him to the station where it was discovered that a large consignment of summer headwear had been reported missing from the shop of Zung Chung-yoong, 13 Kiukiang Road.

In the Mixed Court Pen admitted that he had stolen the goods. When he started out that morning, he stated, he had no intention of committing a theft. He was entirely out of funds and had set out to negotiate a loan with a wealthy friend, but the friend, it appeared, was out of town and as his need was pressing he took the hats. When Pen gets out straw hats will again be out of season—unless we have a very mild October in 1920.

**Light On The Subject**

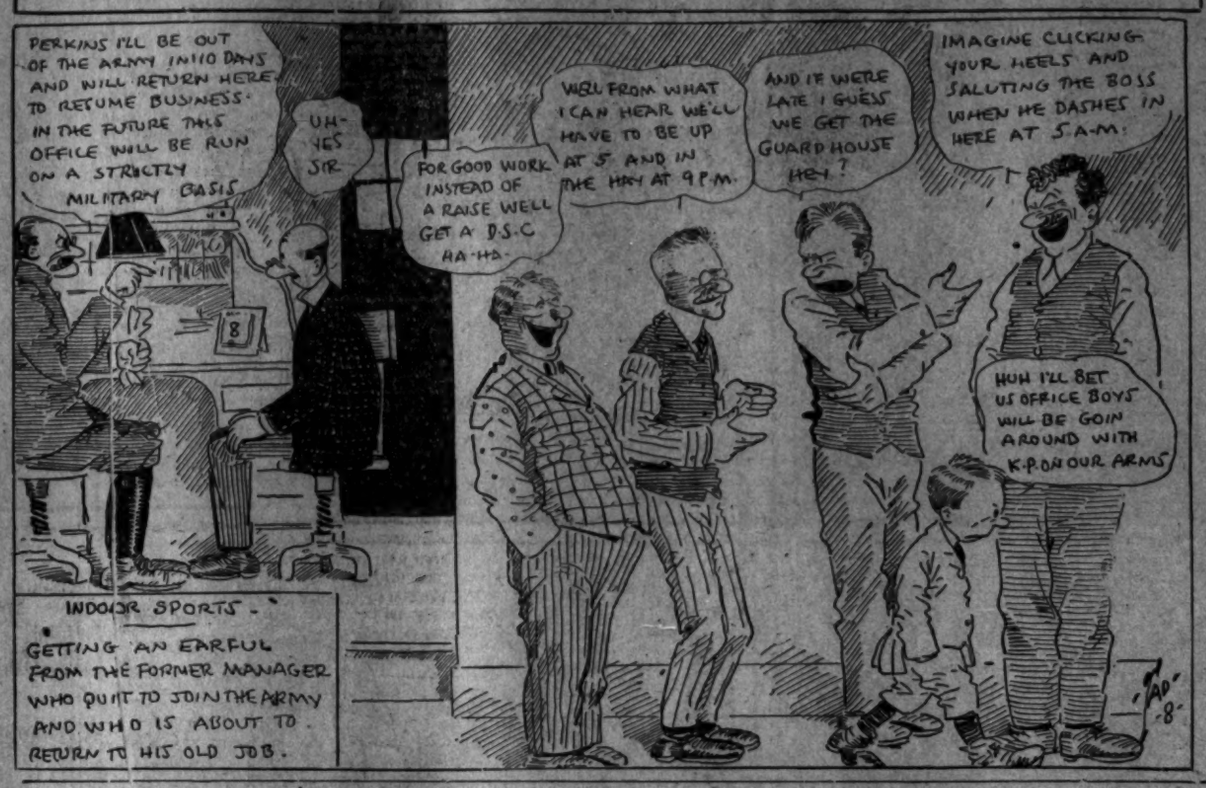
If there had only been a light in the hallway, or if the daylight saving scheme had only gone into effect last week, moving dinner time an hour ahead, the matter would not have been in doubt.

Ong Koo-kwa had just delivered a consignment of macaroni to Mr. Yoshikawa out on Miller Road as an item of the evening meal. As he went down the stairs the head of the household came out of his room and happened to glance down into the hallway, where he saw Ong groping about on the floor. He recollected that he had left his shoes at the foot of the stairs. As his sight became more accustomed to the dusk he observed that Ong held one of the shoes in his hand. The said hand disappeared under its owner's gown and the watcher then noticed that the other hand held the other shoe. Mr. Yoshikawa then went rapidly down stairs and shortly thereafter a policeman called at the house.

Ong said it was a complete misunderstanding, due to the fact that the Yoshikawa hallway was so confoundedly dark. He had delivered the two bowls of macaroni and was departing when the coppers which he had received in payment slipped from his hand. In feeling about for them on the floor his hand encountered the shoes and immediately the thought struck him that the coins might have fallen into them. He had picked them up and was going to search them when their owner volplaned onto him.

Taking all things into consideration, including the fact that Ong had once previously occupied a cell because of a weakness for picking up other people's property, the court ordained that he do two weeks solitary.

## INDOOR SPORTS — By Tad


PERKINS I'LL BE OUT OF THE ARMY IN 10 DAYS AND WILL RETURN HERE TO RETUME BUSINESS. IN THE FUTURE THIS OFFICE WILL BE RUN ON A STRICTLY MILITARY BASIS
UH-YES SIR
FOR GOOD WORK INSTEAD OF A RAISE WELL GET A D.S.C HA-HA.
WELL FROM WHAT I CAN HEAR WE'LL HAVE TO BE UP AT 5 AND IN THE HAY AT 9 P.M.
AND IF WE'RE LATE I GUESS WE GET THE GUARD HOUSE HEY?
IMAGINE CLICKING YOUR HEELS AND SALUTING THE BOSS WHEN HE DASHES IN HERE AT 5 A.M.
HUH I'LL BET US OFFICE BOYS WILL BE GOIN AROUND WITH K.P. ON OUR ARMS
INDOOR SPORTS.
GETTING AN EARFUL FROM THE FORMER MANAGER WHO QUIT TO JOIN THE ARMY AND WHO IS ABOUT TO RETURN TO HIS OLD JOB.
TAD '8

## At The Theaters

With the Banvard American Musical Comedy Company holding forth at the Olympic Theater tonight and tomorrow night, the Frawley Company opening a three weeks' engagement at the Lyceum on Tuesday night and excellent programs announced at the Apollo, Victoria, Olympic and Isis, local theater-goers will have plenty of attractions during the week.

The Banvard Company, which has played to big houses, closes a successful stay with "The Bell Boy." The musical comedy troupe leaves Wednesday for Tientsin, Peking and Hankow and will return here to play a short engagement at the conclusion of the Frawley Company stay.

A big advance sale of seats has marked the coming of the Frawley Company which is to produce "Bought and Paid For," "A Pair of Sixes" and "Fair and Warmer" this week.

Mary Pickford, in "The Dawn of Tomorrow," is the attraction at the Victoria Theater this afternoon, tonight and tomorrow night. The picture is a Paramount production in five parts.

The final instalments of "The Mystery Ship" and the first epoch of "The Count of Monte Cristo" are to be screened at the Isis Theater this afternoon. Beginning tomorrow night, the second epoch of "The Count of Monte Cristo" and the last four episodes of "The Mystery Ship" head the Isis bill.

The Andrieff Trio, cossack and modern dancers, will appear at the Apollo Theater beginning tomorrow night. The Trio has toured the principal theaters of the world and comes here for a short stay.

Moving pictures of the embarkation of enemy subjects will also be screened. The films, photographed at the wharf, show the Germans going aboard the steamers after Customs men have searched individuals and baggage. Excellent pictures of Special Constables and Volunteers on duty were also taken by the Pathe man. Pathe's American Gazette shows a football game at Princeton University.

The picture program beginning tomorrow night at the Apollo features Bessie Love In "A Little Sister Of Everybody." The comedy billed is "Wiffles Falls In Love With His Typist."

Tonight's program is headed by Bryant Washburn in "Kidder and Ko" and this afternoon's attraction is "The First Law," with Irene Castle and Antonio Moreno.

## The Special Constables' Smoker

By Nobody Special

There must be something to getting out in the rain and blowing whistles and pursuing ricsha coolies and all that after all. If you can take an aggregation of middle-aged, paunchy and puffy pillars of the marts of trade and make them caper about and gallivant and trip lightsomely about on the other side of the footlights the way they did last night, then there must be something in Anderson's diet.

Without throwing any puffs it may be said that the Special Constables' smoker at the Lyceum Theater was as jolly a light entertainment as we have seen in Shanghai for many a long day. We don't remember a better. It wasn't finished and professional and that sort of thing, but there was a spontaneity and genuine spirit of fun about it that showed as much on one side of the footlights as the other—and that you don't find in polished entertainments. It was just good sport.

They really enjoyed themselves, these actor-specials, and it infected the audience before the show had been going five minutes. Even Fessenden, when he went through the telephone scene, talking to his wife over the telephone and forgetting all about taking the phone off the hook till the last line, with the whole house shrieking at him.

There were two parts to the show. The first was songs and stunts. Graham-Barrow—who incidentally was the author of the lines and is responsible for all the clever local hits—sang "Kerrigan," C. P. Browne sang, the Heen Brothers played, G. B. Stormes sang—drolly as usual—Smith and Dearn put on a clever act; Constable V. Meyer sang the Toreador Song—and the quartet danced. On that quartet—Misses Craig, Brodie, Limby and Price-encomiums have been hurled too often for repetition. But they really are delightful. They have more airy grace every time you see them. Then Silas gave some bits on the piano and a couple of good stories and then there was the rollicking Policemen's Chorus, aided by Mrs. McMeekin and Mrs. Nieuwirt and with Landers as a good sergeant.

But the real hit was in the second part. There was a telephone scene, well done. Then the scene shifts to the Jest Cafe. Here the four same dancers, exquisitely gotten up in green pierrot costumes, sing "McEuen," which prods the genial police head on his proclivities to bachelorhood. McEuen took it like a brick and responded with four handsome bouquets, which he tossed over amid applause. Then there are some more songs—and "Anderson." Graham-Barrow was Anderson, and when he came out you couldn't tell whether it was Anderson or Graham-Barrow. It was a superlative take-off, walk, mannerism and everything else. And the song "I'm Anderson" went with a roar.

One could go on talking about individuals across the width of this page, but if space, time and editors forbid, it can be summed up by saying that it was a great show and everybody in it shares equally in the credit.

The Specials in uniform in the second part were Barrett, Keegan, Browne and MacDonald (and we never dreamed Barrett had it in him). The Specials in mufti were V. Meyer, P. M. Gjersing, M. O. Springfield and S. Fessenden. In the chorus were Warning Officer Johnson and Constables Norman (a gracile gazelle, who pirouettes about airily and with abandon for all the handicap of construction along the architectural lines of a dreadnaught; we didn't know he had it in him either) Meyer, Landers, McWilliams and Lemiere. The "wives" were Mesdames Parkin, Nieuwirt, McMeekin and Berthet.

The lyrics, as said before, were by E. P. Graham-Barrow. The original music was to the credit of M. D. Silas. The stage manager was Mr. Whitham and property and lighting were taken care of by Mr. W. Armstrong, while the producer was the capable Mr. Lemiere.

Mr. E. C. Pearce was master of ceremonies. Part of his duties was the awarding of prizes for the year's work.

To the Specials: Congratulations.

## School For Card Players

J. D. L. says: Five are in the table, and E is the one cut out. He makes a side bet on the rubber with A, who keeps score. A puts 50 penalty in the wrong honor column and B calls attention to the error. Is there any penalty for this?

Although E belongs to the table, he is merely a bystander when not playing. Bystanders making any remark which calls attention to a mistake in the score may be called upon to pay all the stakes lost on that rubber, exclusive of extras.

* * *

Poker. C. A. T. says: Playing deuces wild, A lays down two kings and two deuces; B showing three sevens and two deuces. A claims the pot on the ground that there is no such hand as five of a kind in poker.

Playing deuces wild there is, and five sevens wins. If a player is given the privilege of calling a deuce anything he wishes, he cannot be denied that privilege just because it makes five of a kind.

* * *

H. I. says: Cards are given to eight players, one of whom opens the pot and another comes in. The dealer then states that he has only four cards, which he has not lifted or looked at, and proceeds to take another card. Players object that he cannot complete the deal after having laid down the pack.

Any player who is a card short and has not lifted or looked at any of the four must be given another card the moment the dealer's attention is called to the omission. The fact that it is the dealer himself who is shy a card makes no difference in the application of the law.

* * *

G. R. C. says: A opens a jack; C in his turn, says "I call," but on taking a second look, puts up a stack of chips for a raise. A bets he cannot raise after having announced that he will only call.

Talk does not go in poker. If C put up the chips before any action was taken on his announcement to call, as by a following player passing out, the raise must stand.

## Red Cross Cup Shoot

The Siberian Red Cross competition, held under the auspices of the Shanghai Rifle Association, was shot off yesterday at the range, thirty-six of the fifty-one entrants participating. The competition, which was held under fine weather conditions, was keen and interesting and the cup was won by Pte. H. Robinson, of "A" Company, British. The runner-up was also a member of "A" Company, Pte. A. C. Gidby.

The net sum of $52 was realised by the shoot, and will be turned over to the Allied Fund for relief work in Siberia.

## 'The Bell Boy'

A packed house at the Olympic last night was vociferous in its approval of the Banvard company's first performance of "The Bell Boy," laughter and applause being continuous from curtain to curtain. Bright jokes and pleasing tunes characterise the piece and the cast and chorus have not been seen to better advantage in any of the productions given thus far. William Horley, Willis West, Pearl Jardinere, Bobby Ryles, Myrtle Dingwall, Hazel Boyd and all the rest were highly delightful and the chorus was as pleasing as anyone could wish. "The Bell Boy" will be seen again tonight and tomorrow night and bids more than fair to play to three more packed houses.

## *Jewish Ball Thursday*

The Purim fancy dress ball, postponed from March 17 because of the influenza epidemic, will be held at the Astor House Thursday night. The affair is under the direction of the Shanghai Hebrew Relief Society and the proceeds will go to aid Jewish refugees in Siberia and local charities. Tickets at three dollars include supper and may be obtained from members of the committee or at the Astor House Hotel.

## *Banvard Company Guests Of Carlton*

The members of the Banvard American Musical Comedy Company will be the guests of the Carlton Cafe Tuesday night when a special supper and dance will be held. The affair will be in the nature of a farewell to the Company. A limited number of tickets of admission will be sold at three dollars. Admission tickets will include supper.

## AMERICAN SCHOOL WINS

The American School basketball team defeated the Y.M.C.A. Reds at the Y.M.C.A. gymnasium last night by a score of 40-32. Haskell, Simons and Swan were the stars.

## TUBORG FIRST IN BRIGHTON PLATE

### Beats Greysand, Hot Favorite, By Two Lengths After Exciting Finish In Big Race

### JOHNSTONE HEADS JOCKEYS

### Fine Weather And Exciting Finishes Provide Good Sport In Extra Meeting

Ideal weather conditions favored the second extra race meeting of the Shanghai Race Club yesterday afternoon, the warm, bright sun attracting a large crowd of votaries of the turf to the Race Course. The first saddling bell was scheduled to ring at two o'clock, a steady stream of race-goers arriving from that hour.

Captain Bahnson's Tuborg, ridden by Mr. W. G. Crokam, snatched victory from Greysand, Mr. Springfield's mount, in the big event of the afternoon, the Brighton Plate. The latter pony was the hot favorite for the race, Tuborg taking fourth place in the fancy of backers in the pari-mutuel, but he upset calculations by winning in capital style by two lengths and paying each of his backers the handsome dividend of $50.20. Mr. Hill on Wynona steered his mount into third place and finished three lengths behind the second pony.

The opening event of the day, the York Stakes, furnished a surprise, Buxted, ridden by Mr. Drakeford, winning from Capercailzie, Mr. Arnhold's mount, by the narrow margin of a neck. Niblick, ridden by Mr. A. W. Burkill, was expected to win this race, having no less than $40 backers to Buxted's 51, but he disappointed his supporters, as he was unplaced at the finish. The winner paid the biggest dividend of the day to the tune of $59. The next best dividends were returned in the second and fourth races, being $31.30 and $22.60 respectively. The rest of the win dividends were slender, but in one or two cases, the place dividends were on the high side, Tuborg paying $36.45 for second place in the Liverpool Plate and Spaghetti, ridden by Mr. Grayrigge, returning $36.50 in the Gatwick Selling Plate for the same position.

Mr. John Johnstone was the most successful jockey of the day with three wins, while Messrs. Springfield, Hill, Crokam, Drakeford and Wuilleumier had a win each to their credit. In the opening race there was a hard tussle at the winning post between Hop-Scotch and Bythe, Mr. Vida's mount, but Mr. Johnstone's mount won a fine race by a short head. Mr. Vida got out of his mount every ounce of effort, the pony gamely responding to the rider's whip, which was plied with great energy, but he could not dislodge Mr. Johnstone's mount from the premier position.

Silver Streak was strongly backed in the third race, and justified the confidence of his 570 supporters by winning from Rouble, ridden by Mr. Vida by a length and a half.

Colinton was hot favorite in the fourth race, but failed to find a place at the finish. Hallowe'en, from the same stable, came up to expectations by winning the Doncaster Stakes by 1½ lengths.

1.—The York Stakes.—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies to be ridden by Jockeys who can scale not less than 164 lbs. in racing colors without saddle and weights. Weight, 185 lbs. Winner (pony), of Race 7, March 22, 1919, 5 lbs. extra.—Half a mile.

| | lbs. |
|---|---|
| Mr. G. D. Coutts' grey Buxted. (Mr. Drakeford) | 185—1 |
| Messrs. Winsome and Hasty's brown The Capercailzie, (Mr. Arnhold) | 185—2 |
| Mr Fush's black Nigger Minstrel, (Mr. Le Marchand) | 196—3 |

Also ran: Greysand (Mr. Robinson), Black Jester, (Mr. Lindsay), Golden Gloss, (Mr. Gibbings), Niblick, (Mr. A. W. Burkill) and Wynona, (Mr. Hooper).

Won by a neck; half a length. Time 1:02 2-5.

Pari-mutuel for win, $59; for place, $14.50; $28.70 and $17.30.

Members' sweep—first, 223; second, 251; third, 274; unplaced—156, 128, 341, 278 and 74.

2.—The Warwick Selling Race.—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies. Weight for inches as per scale. Winner to be sold

for $100; if entered to be sold for $100, allowed 5 lbs.; for $50, allowed 10 lbs. Griffins of 1919 will receive a special allowance of 5 lbs.—Five furlongs.

lbs.
Mr. John Johnstone's grey Hop-Scotch, (Mr. John Johnstone) .....152—1
Mr. McBain's ches. Bythe, (Mr. Vida) .....146—2
Mr. Cemos' grey Whitehaven, (Mr. Springfield) .....155—3

Also ran: Carbon, (Mr. Hill), La Veule, (Mr. Siffert), Golden Sheer, (Mr. Sleap), Rocksand, (Mr. Benbowe Rowe), Yellowstone, (Mr. Heard), Leven, (Mr. Cameron), Majuba, (Mr. Hine) and The Duke, (Mr. Moller).

Won by short head; five lengths. Time 1:17.

Pari-mutuel for win, $31.20; for place, $8.50; $7.20 and $22.20.

Members' sweep—first, 430; second, 2041; third, 57; unplaced—275, 433, 239, 110, 191, 68, 22 and 420.

5.—**The Lincoln Handicap.**—Winner, Tls. 500. Second, Tls. 125. Third, Tls. 75. A handicap for all China ponies that have started in at least three races since January 1, 1918. Handicap weights will be published on morning of March 29, 1919.—One mile and a half.

lbs.
Mr. John Johnstone's grey Silver Streak, (Mr. John Johnstone) .....156—1
Mr. Rennik's grey Roulde (Mr. Vida) .....146—2
Mr. H. G. Robinson's ches. Sans Peur, (Mr. Hill) .....149—3

Also ran: Kennebec, (Mr. White), Le Rhin, (Mr. Siffert), Shirley, (Mr. Dalgliesh), Bonanza, (Mr. Heard), Mazurek, (Mr. Moller) and Scala, (Mr. Crokam).

Won by a length and a half; five lengths. Time 3:16 3-5.

Pari-mutuel for win, $9; for place, $7.80; $12.22 and $13.60.

Members' sweep—first, 277; second, 33; third, 449; unplaced—446, 71, 137, 139, 388 and 444.

4.—**The Liverpool Plate.**—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies. Weight for inches as per scale. Winner of Race IV, March 22, 1919, 7 lbs. extra.—Half a mile.

lbs.
Mr. B. D. Kapteyn's grey Bixshoote, (Mr. Springfield) .155—1
Capt. Bahnson's bay Tuborg, (Mr. Crokam) .....155—2
Mr. C. R. Burkill's ches. Loofield, (Mr. Vida) .....152—3

Also ran: L'Alene, (Mr. Siffert), Golden Feather, (Mr. Sleap), Medina-Sidonia, (Mr. Benbowe Rowe), The Hornbill, (Mr. Hill), Briggins, (Mr. Dalgliesh), Sir Lamerock, (Mr. Heard), The Dancing Bird, (Mr. Wuilleumier) and Colinton, (Mr. Johnstone).

Won by a length; three lengths. Time 69 4-5.

Pari-mutuel for win, $22.60; for place, $10.40; $36.40 and $14.70.

Members' sweep—first, 326; second, 241; third, 519; unplaced—372, 354, 601, 146, 516, 103, 547 and 253.

5.—**The Goodwood Stakes.**—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies that have not won more than two races since January 1, 1918, to date, to be ridden by Jockeys who have not won more than three races since January 1, 1917, to date. Weight for inches as per scale. Ponies.—Winner of Race V on March 22, 1919, 5 lbs. extra. Unplaced ponies on March 22, 1919, and at this Meeting, allowed 5 lbs. Jockeys.—Jockeys who have not won a race during the period stated above, allowed 5 lbs. Jockeys who have won one race only during the period stated above, no penalty or allowance. Jockeys who have won two races during the period stated above, 5 lbs. extra. Jockeys riding their own ponies allowed 5 lbs.—One mile and a quarter.

lbs.
Messrs. Stephen and Burkill's grey Bydand, (Mr. Wuilleumier) .....157—1
Mr. Haycam's brown Portobello, (Mr. Cameron) .....155—2
Mr. C. C. Boyd's cream Springio, (Mr. Boyd) .....156—3

Also ran: Black Jester, (Mr. Siffert), Golden Quill, (Mr. Sleap), Highflyer, (Mr. Brun), Majuba, (Mr. Hine), Anglodane, (Mr. Broad-Sorensen), Rob Roy (Mr. Grayrigge), Purity, (Mr. de Zutter), Leofield, (Mr. Law), and Persianlight, (Mr. Master).

Won by three lengths; five lengths. Time 2:43.

Pari-mutuel for win, $12.70; for place, $6.80; $7.90 and $7.80.

Members' sweep—first, 259; second, 589; third, 60; unplaced—86, 613, 357, 483, 135, 230, 280, 572 and 345.

6.—**The Gatwick Selling Race.**—Winner, Tls. 300. Second, Tls. 125. Third, Tls. 75. For all China ponies. Weight for inches as per scale. Winner to be sold for $400; if entered to be sold for $300, allowed 5 lbs; for $100, allowed 10 lbs. Griffins of 1919 will receive a special allowance of 5 lbs.—One mile.

lbs.
Mr. W. Hill's grey Possum, (Mr. Hill) .....147—1
Mr. Uto's black Spaghetti, (Mr. Grayrigge) 146—2
Mr. C. R. Burkill's grey Free-and-Easy, (Mr. Vida) ...144—3

Also ran: Carbon, (Mr. Crokam), and September Morn, (Mr. Heard).

Won by a length and a half; many lengths. Time 2:08 2-5.

Pari-mutuel for win, $13.80; for place, $10.40 and $36.50.

Members' sweep—first, 4; second, 481; third, 398; unplaced—281 and 112.

7.—**The Doncaster Stakes.**—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies that have not won stakes exceeding Tls. 750 from January 1, 1918, to March 15, 1919. Weight, 180 lbs. Winners (Ponies) of Races I and VIII, March 22, 1919, and Race 1, March 29, 1919, barred. Ponies placed twice in those races, 5 lbs. extra.—Seven furlongs.

lbs.
Mr. John Johnstone's brown Hallow E'en, (Mr. John Johnstone) .....130—1
Mr. Slogger's grey Wild Night, (Mr. Robinson) .....130—2
Capt. Bahnson's ches. Jomsborg, (Mr. Crokam) ...130—3

Also ran: Golden Glass, (Mr. Hooper) and Torcross, (Mr. A. W. Burkill).

Won by a length and a half; three lengths. Time 1:52 3-5.

Pari-mutuel for win, $6.80; for place, $6.10 and $7.50.

Members' sweep—first, 609; second, 137; third, 171; unplaced—394 and 172.

8.—**The Brighton Plate.**—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies that have started on March 22, 1919, and March 29, 1919, and that have not won a race on those dates. Weight for inches as per scale. Ponies placed twice, 5 lbs. extra. Unplaced ponies allowed 5 lbs.—Three-quarter of a mile.

lbs.
Capt. Bahnson's bay Tuborg, (Mr. Crokam) .....140—1
Mr. E. B. Rose's grey Greysand, (Mr. Springfield) .158—2
Mr. Fash's grey Wynona, (Mr. Hill) .....153—3

Also ran: Kennebec, (Mr. Lockyer), Le Rhin, (Mr. Siffert), Golden Feather, (Mr. Sleap), Golden Quill, (Mr. Moller), Rocksand, (Mr. Benbowe Rowe), Whitehaven, (Mr. Vida), Briggins, (Mr. Dalgliesh), The Dancing Bird, (Mr. Wuilleumier), Blackford, (Mr. Grayrigge) and The Duke, (Mr. Heard).

Won by two lengths; three lengths. Time 1:32.

Pari-mutuel for win, $50.20; for place, $12.60; $7.30 and $8.60.

Members' sweep—first, 495; second, 152; third, 341; unplaced—197, 459, 579, 106, 555, 482, 9, 439, 1 and 538.

# Here Are The Original Frawleys

Here is the pioneer American dramatic company in the Far East—the first Frawley Company—that came to Shanghai 17 years ago. Sinos T. Daniel Frawley, now known the length and breadth of the Far East, blazed the trail many dramatic companies have come to the Orient but Frawley has always led the others.

The above picture is of the cast that played William Gillette's famous melodrama of the Civil War, "Secret Service," to the biggest house that ever packed the Lyceum Theater. 'Secret Service" is probably the most popular melodrama written by an American in the last 60 years.

The picture shows in the first row Adele Nott, James Neill, Mary Van Buren, T. Daniel Frawley and Elizabeth Stewart; in the second row—Wallace Shaw, Eva Dennison, Garden Crane, Christine Hill, Edward Walters, Mrs. Gardner Crane and Robert McGreer; in the third row—Geoffrey Williams, Jack Amory, Arthur Garrella, Chauncey Sothern and Herbert Ashton.

The Frawley Company now touring the Far East arrives here from Manila this morning and will open at the Lyceum Theater Tuesday night in "Bought and Paid For." The production is to be repeated Wednesday night and "A Pair of Sixes" is the attraction for Thursday and Friday nights. Saturday afternoon and night the Company will appear in "Fair and Warmer."

Bookings may be obtained at Moutrie's.

# Skottowe Cup Is Won By Recs

(Continued on Page 2)

bound Silva did score, there was never any doubt from that point that the Recs were again the champions. In congratulating the Recs we just as heartily commend the fine play of a team which has only just entered the list of the senior division, and with the Recs we hope that they will get just as near the coveted cup next year as they did this year.

**Suffolk Seconds Beat S.N.R.R.C.**

This match played on the Railway ground at Markham Road yesterday resulted in a win for the Navy by 2 to 1.

During the first half the Railway were pressing hard, the Navy not having played together before, took time to get into their stride, and the score stood at one all, shot by Stoker Quickfall and Y. C. Tong. It must be admitted that the absence of a strong shot in the Railway forward line, and the excellent goalkeeper of the visitors saved the game for the Navy.

From the blow of the whistle for the commencement of the second half the ball seemed to be a fixture within a shooting radius of the Railway goal; with as occasional rally and dash away by the home team forwards, a furious bombardment, and terminating with a goal-kick. The deciding goal was shot by Chief Petty Officer Tickell.

Tea provided in the pavilion closed one of the best and hardest fought games played on the Railway ground.

**Suffolk And Locals Draw**

In spite of the counter attraction of the Cup-tie match a good crowd lined up to witness the match between H.M.S. Suffolk and a combination of the S.F.C. and S.M.P. game. Interest was mainly centered in the Suffolk XI and although the general run of the play was not of a very strenuous nature, the sailors showed that they were well able to play a very effective game.

Winning the toss, they elected to play with the wind and sun in their favor, and for the first twenty minutes the local defense was kept busy. Spasmodic attacks by the local forwards failed to give much relief and the handicap of an absentee contributed to the general ineffectiveness of their efforts.

The Suffolk forwards, however, were making the most of their opportunities, and a neat pass from Phillips enabled Allen to open the score with an easy goal. Carter soon followed with a second goal for the sailors after a brilliant solo effort.

At this stage the combined team's forward line was readjusted to full strength and the visitors' defense enjoyed a fuller share of the game. Clifford and Forshaw were both doing good work, and at the end of the first half the latter secured the first goal for the local eleven with a long dropping shot.

The play throughout the second half was disappointing. The visitors were a man short and were inclined to kick the ball out of play when pressed, while the local forwards played as if they were ignorant of the fact that the duration of each half is forty-five minutes only. Halfway through the second half a neat pass from Robertson put Watson in position to score the equalising goal for the local eleven. The rest of the play was mediocre and no further score resulted, the game ending in a draw of two goals each.

The visitors played a very pretty game and their passing was most accurate while the perfect understanding between their backs enabled them to play the "one back" game with a most paralysing effect on the opposing forwards.

For the local eleven Tonkin, and Robertson especially, were much in evidence, while Fowler's masterly play at center half for the visitors was a feature of the game.

A return match has been arranged for next Saturday, and with a little practice both teams should be able to give a much better account of themselves.

Mr. G. E. Strutt referred.

## FRENCH CLUB MASKED BALL

A fancy dress masked ball will be held at the Cercle Sportif Francais next Saturday night when prizes will be awarded for the best costumes and best groups. The decision of the judges will be announced following the grand march which comes at midnight. Fancy dress costumes and masks must be worns by all ladies and gentlemen. Tickets may only be obtained through members of the French Club.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## SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

### SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

| STATIONS | Local | Fast R | Slow | Coolie & Goods | Local | Express R | Local | Local |
|---|---|---|---|---|---|---|---|---|
| Shanghai North ..... dep. | .... | 7.35 | 9.00 | 10.00 | .... | 14.50 | 15.50 | .... |
| Jessfield ..... dep. | .... | 7.51 | 9.16 | 10.23 | .... | 15.06 | 16.06 | .... |
| Siccawei ..... dep. | .... | 7.58 | 9.23 | 10.38 | .... | 15.13 | 16.13 | .... |
| Lunghwa Junction ..... dep. | .... | 8.15 | 9.40 | 10.53 | .... | 15.30 | 16.29 | .... |
| *Shanghai South ..... dep.* | .... | *7.45* | *9.10* | *10.20* | *13.35* | *15.00* | *16.00* | *17.55* |
| *Lunghwa Junction ..... dep.* | .... | *8.15* | *9.40* | *10.53* | *13.52* | *15.30* | *16.29* | *18.12* |
| Sunglang ..... dep. | .... | 8.59 | 10.48 | 12.02 | .... | 16.07 | 17.42 | .... |
| Kashi ..... dep. | .... | 9.51 | 11.52 | 13.28 | .... | 16.53 | 18.49 | .... |
| Kashing ..... dep. | 7.40 | 10.25 | 12.20 | 14.35 | .... | 17.22 | 19.20 | .... |
| Yehzah ..... dep. | 8.45 | 11.05 | 13.15 | 15.50 | .... | 17.53 | .... | .... |
| Changan ..... dep. | 9.45 | 11.41 | 14.00 | 16.50 | .... | 18 24 | .... | .... |
| Hangchow ..... dep. | 11.10 | 12.50 | 15.25 | 18.30 | .... | 19.19 | .... | .... |
| Zahkou ..... arr. | 11.35 | 13.10 | 15.50 | 19.00 | .... | 19.35 | .... | .... |

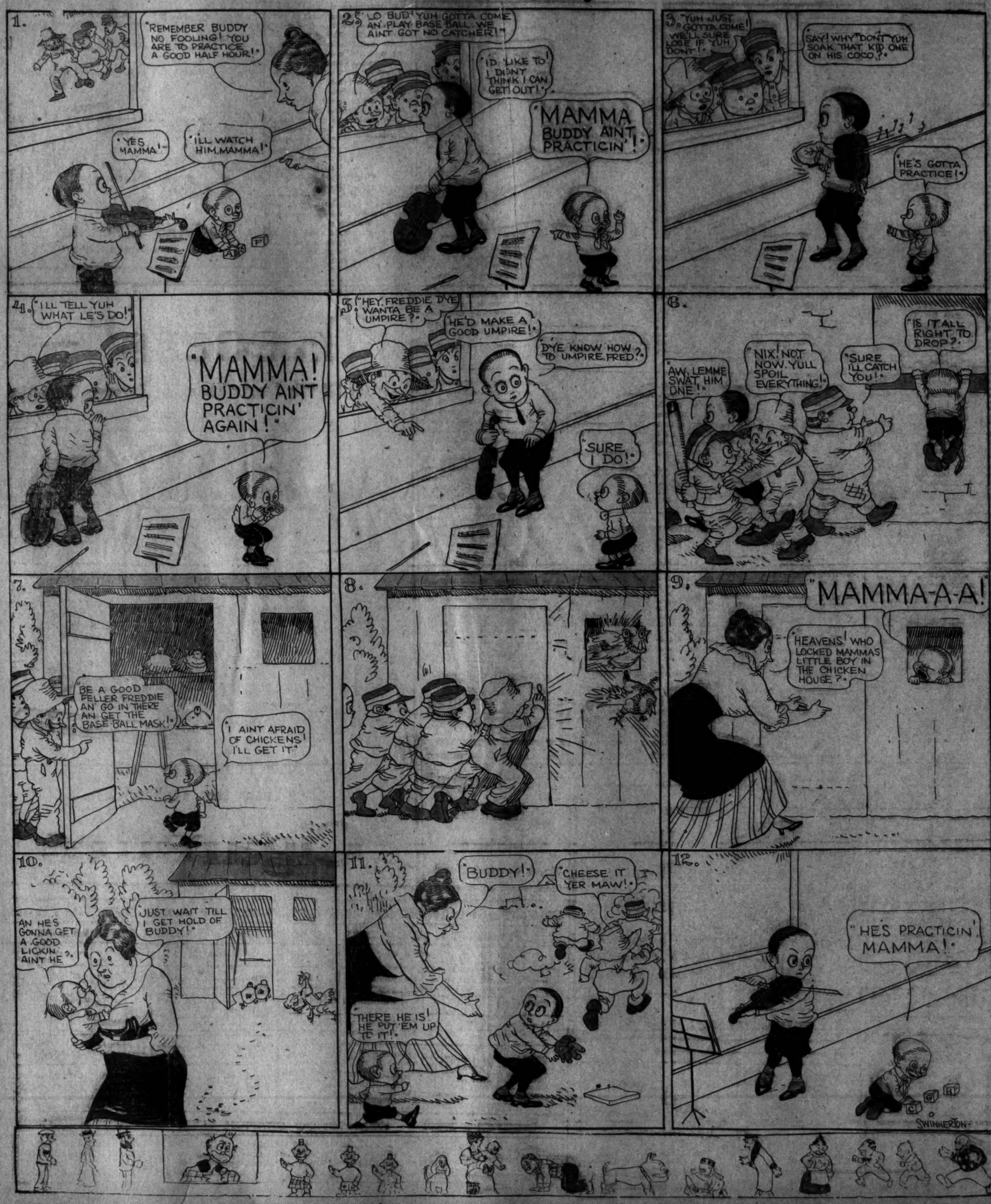
| STATIONS | Local | Local | Fast R | Slow | Local | Coolie and Goods | Express R | Local |
|---|---|---|---|---|---|---|---|---|
| Zahkou ..... dep. | .... | .... | 6.30 | 7.55 | .... | 9.20 | 14.10 | 15.30 |
| Hangchow ..... dep. | .... | .... | 7.00 | 8.30 | .... | 10.00 | 14.35 | 16.05 |
| Changan ..... dep. | .... | .... | 8.04 | 9.48 | .... | 11.40 | 15.20 | 17.36 |
| Yehzah ..... dep. | .... | .... | 8.41 | 10.31 | .... | 12.39 | 15.51 | 18.40 |
| Kashing ..... dep. | .... | 7.15 | 9.28 | 11.22 | .... | 14.10 | 16.30 | 19.30 |
| Kashi ..... dep. | .... | 7.48 | 9.53 | 11.55 | .... | 14.40 | 16.52 | .... |
| Sunglang ..... dep. | .... | 9.05 | 10.47 | 12.59 | .... | 16.08 | 17.40 | .... |
| *Lunghwa Junction ..... dep.* | *8.18* | *10.38* | *11.38* | *14.08* | *15.33* | *17.23* | *18.23* | .... |
| *Shanghai South ..... arr.* | *8.35* | *10.55* | *11.55* | *14.25* | *15.50* | *17.40* | *18.40* | .... |
| Lunghwa Junction ..... dep. | .... | 10 30 | 11.35 | 14.05 | .... | 17.18 | 18.20 | .... |
| Siccawei ..... dep. | .... | 10.39 | 11.44 | 14.14 | .... | 17.28 | 18.29 | .... |
| Jessfield ..... dep. | .... | 10.46 | 11.51 | 14.21 | .... | 17.37 | 18.36 | .... |
| Shanghai North ..... arr. | .... | 11.00 | 12.05 | 14.35 | .... | 17.55 | 18.50 | .... |

### KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Konzenchiao.... | dep. | 6.50 | 8.25 | 11.25 | 14.00 | 15.55 | 18.35 | Zahkou..... | dep. | — | 10.10 | 12.25 | .... | 17.20 | .... |
| Kenshangmun .. | dep. | 7.10 | 8.50 | 11.40 | 14.15 | 16.15 | 18.50 | Hangchow..... | dep. | 7.30 | 10.40 | 12.45 | 14.55 | 17.50 | 19.15 |
| Hangchow..... | dep. | 7.20 | 9.15 | 11.52 | 14.24 | 16.30 | 19.00 | Kenshangmun .. | dep. | 7.42 | 10.57 | 12.57 | 15.12 | 18.07 | 19.27 |
| Zahkou..... | arr. | — | 9.40 | 12.10 | .... | 16.55 | .... | Konzenchiao.... | arr. | 7.55 | 11.10 | 13.10 | 15.25 | 18.20 | 19.40 |

R. Restaurant Car.

# Mamma's Boy


1.
"REMEMBER BUDDY NO FOOLING! YOU ARE TO PRACTICE A GOOD HALF HOUR!"
"YES MAMMA!"
"I'LL WATCH HIM MAMMA!"
2.
"LO BUD! YUH GOTTA COME AN' PLAY BASE BALL. WE AINT GOT NO CATCHER!"
"I'D LIKE TO! I DONT THINK I CAN GET OUT!"
"MAMMA BUDDY AINT PRACTICIN'!"
3.
YUH JUST GOTTA COME! WE'LL SURE LOSE IF YUH DONT!
"SAY! WHY DONT YUH SOAK THAT KID ONE ON HIS COCO?"
"HE'S GOTTA PRACTICE!"
4.
"I'LL TELL YUH WHAT LE'S DO!"
"MAMMA! BUDDY AINT PRACTICIN' AGAIN!"
5.
"HEY, FREDDIE DYE WANTA BE A UMPIRE?"
"HE'D MAKE A GOOD UMPIRE!"
"DYE KNOW HOW TO UMPIRE, FRED?"
"SURE I DO!"
6.
"AW, LEMME SWAT HIM ONE!"
"NIX! NOT NOW. YULL SPOIL EVERYTHING!"
"SURE I'LL CATCH YOU!"
"IS IT ALL RIGHT TO DROP?"
7.
"BE A GOOD FELLER FREDDIE AN' GO IN THERE AN GET THE BASE BALL MASK!"
"I AINT AFRAID OF CHICKENS! I'LL GET IT"
8.
9.
"MAMMA-A-A!"
"HEAVENS! WHO LOCKED MAMMAS LITTLE BOY IN THE CHICKEN HOUSE?"
10.
"AN HE'S GONNA GET A GOOD LICKIN AINT HE?"
"JUST WAIT TILL I GET HOLD OF BUDDY!"
11.
"BUDDY!"
"CHEESE IT YER MAW!"
"THERE HE IS! HE PUT 'EM UP TO IT!"
12.
"HE'S PRACTICIN' MAMMA!"
SWINNERTON